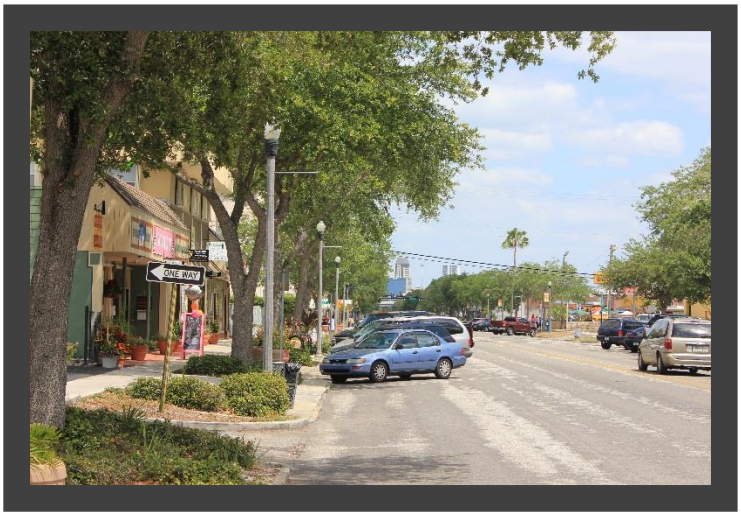


City of St. Petersburg





COMPREHENSIVE PLAN

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TABLE OF CONTENTS

Chapter 1: General Introduction

Chapter 2: Vision Element

Chapter 3: Future Land Use Element

Chapter 4: Conservation Element

Chapter 5: Coastal Management Element

Chapter 6: Transportation Element

Chapter 7: Housing Element

Chapter 8: Recreation and Open Space Element

Chapter 9: Utilities Element
Potable Water Subelement
Sanitary Sewer Subelement
Drainage Subelement
Aquifer Recharge Subelement
Solid Waste Subelement

Chapter 10: Capital Improvements Element

Chapter 11: Intergovernmental Coordination Element

Chapter 12: Historic Preservation Element

Chapter 13: Public School Facilities Element

Chapter 14: Plan Monitoring and Evaluation Element

Chapter 15: Property Rights Element

TABLE OF MAPS

Map 1:	City Location Map
Map 2:	2020 Future Land Use Map
Map 3:	Gateway Activity Center
Map 4:	Intown Activity Center
Map 5:	Central Plaza Activity Center
Map 6:	Tyrone Activity Center
Map 6A:	Central Avenue Corridor Activity Center
Map 6B:	Skyway Marina District Activity Center
Map 7:	Historic Properties Within Downtown
Map 8:	Historic Properties Outside the Downtown Area
Map 9:	Spoil Disposal Sites
Map 10:	Urban Infill and Redevelopment Designation Area
Map 11:	Scenic Non-Commercial Corridors
Map 12:	Existing Vegetation
Map 13:	Soils
Map 14:	Biological Resources
Map 15:	Coastal High Hazard Area (CHHA)
Map 16:	Public Access (Beaches and Shores)
Map 17:	Flood Hazard Areas (FEMA/FIRM)
Map 18:	Bays, Harbors, Rivers, Lakes, Estuaries and Drainage Basins
Map 19:	Carbon Sink and Energy Conservation Areas
Map 20:	Future Major Streets
Map 21:	Future Lane Arrangements
Map 22:	Existing Intermodal Facilities
Map 23:	Port of St. Petersburg - Existing Facilities
Map 24:	Major Trip Attractors and Generators
Map 25:	Height Limitations for Airport Imaginary Surfaces
Map 26:	Pinellas Suncoast Transit Authority (PSTA) Bus Routes
Map 27:	Sidewalks
Map 28:	Truck Routes
Map 29:	Critical Evacuation Routes
Map 30A:	Albert Whitted Airport - Existing Facilities
Map 30B:	Albert Whitted Airport - Planned Facilities
Map 31:	St. Petersburg Bike Map
Map 32:	Downtown Parking Lots and Street Parking
Map 33:	2008 Roadway Level of Service
Map 34:	Looper

GENERAL INTRODUCTION

Sections:

1.1 Purpose
1.2 Plan Format
1.3 Plan Administration
1.4 Historic Planning Efforts
1.5 Citizen Participation
1.6 List of Abbreviations
1.7 Definitions
1.8 Population Forecasts

1.1 PURPOSE

The City of St. Petersburg Comprehensive Plan has been developed and amended pursuant to the requirements of Chapter 163, Florida Statutes (F.S.), the "Community Planning Act" (formerly the Local Government Comprehensive Planning and Land Development Regulation Act) and the requirements of Florida Administrative Code (F.A.C.).

Community specific concerns, in addition to the guide lines set forth in Chapter 163, F.S., have also been targeted within the Goals, Objectives, and Policies section of each of the plan elements. Many of these objectives and policies go beyond the legislative requirements and are indicative of the many years that comprehensive planning has been in effect in St. Petersburg.

The comprehensive planning process in St. Petersburg was developed to guide the community to:

- protect the public health, safety, and welfare;
- address the concerns of the community related to growth management and the preservation of the City's character;
- preserve and protect the resources of the community through the guidance of growth and redevelopment while continuing to provide quality services concurrent with the impacts of development (or redevelopment);
- protect and enrich the quality of life within the community;
- ensure the consideration of long-range goals in the determination of short range decisions and actions; and,
- promote a healthy, stable, and well-balanced economic atmosphere which, satisfies the goods and services needs of the community, promotes employment opportunities, and supports a strong and diverse economic base.

1.2 PLAN FORMAT

1.2.1 Plan Chapters/Elements

The first chapter in this Comprehensive Plan, "General Introduction and Definitions," and the last chapter in this document, "Plan Monitoring and Evaluation," are different in format from the other chapters. However, they are no less important and discuss the requirements for plan administration and other mandatory provisions. The element chapters utilize the format described in the Element Format portion of this section.

1.2.2 Element Format

1.2.2.1 Introduction

Each chapter begins with a brief introduction which describes the purpose of the ensuing element including identifying the need for specific information and its usefulness to the comprehensive planning process. This information is followed by outline of the Goal(s) then the Objectives with the corresponding policies.

1.2.2.2 Maps, Tables, and Figures (as required)

Maps, tables, and figures are provided to supplement the Goals, Objectives and policies of some Elements. The Future Land Use Map shall be the implementing tool for the Future Land Use Element of this Plan. Any detailed interpretation of the Future Land Use Map should be completed with the assistance of the official scale Future Land Use maps which are available for review in the planning department Office.

1.2.2.3 Goals, Objectives, and Policies

The Goals, Objectives, and Policies have been developed in response to and in accordance with the needs and directions of growth and determined levels of service requirements as identified within the Inventory and Analysis which can be found in the accompanying 1989 Technical Support Documents and the 1996 and 2007 Evaluation and Appraisal Reports.

All objectives are designed to identify the measurable achievements necessary to support the related goal. In those cases, where the Objective is not specific or measurable, but rather, the actual specificity and measurability is found in the supporting policy(ies), the policy(ies) shall be used for the purposes of monitoring and evaluation.

The Policies are intended to act as implementation mechanisms identifying programs and procedures to be used to accomplish the related objective.

This Comprehensive Plan is intended to be utilized as a document in its entirety. It shall hereby be established that no single goal, objective or policy or minor group of goals, objectives, or policies, be interpreted in isolation of the entire Plan.

1.2.2.4 Technical Support Document (TSD) and the 1996 and 2007 Evaluation and Appraisal Report (EAR)

1.2.2.5 Status and Use of the TSD and the EAR(s)

The 1989 TSD and the 1996 and 2007 EAR (EARs) are the entire technical element and special studies developed by the planning staff of the St. Petersburg Planning Department. The 1989 TSD and the 1996 and 2007 EARs are hereby referenced and established as the supporting data and analysis for this Comprehensive Plan.

The TSD and the EARs may be used to assist in the interpretation of this comprehensive plan and to aid in the review of proposed changes to this plan. It should be updated as necessary to maintain the usability of the data and analysis as an interpretive and advisory aid.

The TSD and the EARs shall not be considered a part of the Adopted Comprehensive Plan and shall not require amendment pursuant to Section 163.3187, F.S.

1.3 PLAN ADMINISTRATION

1.3.1 Plan Interpretation

1.3.1.1 Administrative Interpretation

It shall be the responsibility of the City of St. Petersburg Planning Department to administer this Comprehensive Plan in a manner specified by the policies in the Comprehensive Plan. During the course of administering this Comprehensive Plan it may be necessary for City personnel to interpret the policies of the Comprehensive Plan as those policies relate to specific application for development order approval, or as those policies relate to a proposed activity of the public sector.

1.3.1.2 Competing Policies

Where two or more policies are competing when applied to a particular set of factual circumstances, such conflict shall be resolved first by administrative interpretation of the Comprehensive Plan policies. The objective of any such interpretation shall be to obtain a result which maximizes the degree of consistency between the proposed development or public sector activity and this Comprehensive Plan, considered as a whole.

1.3.1.3 Guidelines for Plan Interpretation

In the interpretation of the provisions of this Comprehensive Plan, the following guidelines shall apply unless the context clearly indicates otherwise.

A. Minimum Requirements

In the interpretation and application of the Comprehensive Plan, its goals, objectives and policies shall be held to be the minimum requirements necessary to accomplish the stated purpose and intent of this Comprehensive Plan.

B. Construction

The Comprehensive Plan shall be construed broadly to accomplish the purpose and intent of the Plan.

C. Tense; Number

Unless the obvious construction of the wording indicates otherwise: words used in the present tense can include the future; words in the masculine gender can include the feminine and neuter; words in the singular number can include the plural; and, words in the plural can include the singular.

D. Shall; Must; Should; May; Includes

The words “shall” and “must” are mandatory; the word "should" is discretionary and not mandatory; the word "may" is permissive; the word "includes" shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character.

E. State; County; City

The word "State" means the State of Florida, and its authorized agents; the word "County" means the County of Pinellas, Florida, and its authorized agents; and, the word "City" means the City of St. Petersburg, Florida, and its authorized agents.

F. Board; Commission; Officials

The terms Community Planning & Preservation Commission (“CPPC”), Community Preservation Commission (“CPC”), and Development Review Commission (“DRC”), shall mean the respective commissions of the City of St. Petersburg, and their authorized agents. The use of the term "City Council" or "Council" shall mean the St. Petersburg City Council. The use of the term "Planning Department" shall mean the Planning Department, the director of the department, and his or her authorized agents.

G. Conflicts

The particular shall control the general. If there is any difference of meaning or implication between the text of the Comprehensive Plan, the Planning Department will determine the correct information and modify the text or graphic as appropriate.

H. Interpretation of Undefined Terms

Unless the context clearly indicates otherwise, terms not defined herein shall be interpreted in the following manner:

1) By reference to the relevant provisions of the Community Planning Act, if specifically defined therein, or in other relevant and appropriate State statutes or rules;

2) According to the relevant provisions of the City Code, the rules for interpretation of this Comprehensive Plan, or in other relevant City ordinances relating to land development regulations;

3) By reference to generally accepted engineering, planning, or otherwise professional terminology if technical; and

4) Otherwise according to common usage.

I. Headings

All descriptive headings of goals, objectives, or other sections in the Comprehensive Plan are inserted for convenience of reference only and shall not affect the construction or interpretation thereof.

1.3.2 Status of Comprehensive Plan

1.3.2.1 Relationship to the 1977 and 1983 Comprehensive Plan

This Comprehensive Plan upon adoption and approval shall supersede, in total, all parts of the St. Petersburg Comprehensive Plan including all elements adopted between 1977 and 1983, and all subsequent amendments. These elements and their dates of adoption are listed below.

- Land Use, Traffic Circulation, Recreation/Open Space, Conservation - March, 1977;
- Sewer, Water, Drainage, Solid Waste, Utility - February, 1979;
- Housing - June, 1979;
- Collector Street, Port/Aviation, Mass Transit, Bikeway - July, 1979;
- Coastal Zone, Intergovernmental Coordination - November, 1979;
- Economic - July, 1980;
- Energy - April, 1981;
- Land Use, Traffic Circulation, Recreation/Open Space, and Conservation - were readopted in 1983;

- Vision Element – October 2006;

- Public School Facilities Element – February 2008.

1.3.2.2 Relationship to Existing Land Development Regulations

The policies of this Comprehensive Plan supersede all conflicting provisions contained in existing land development regulations, as of the effective date of this Comprehensive Plan. Development order review and approval may, however, proceed pursuant to the provisions contained in the existing land development regulations where consistent with the policies of this Comprehensive Plan.

1.3.2.3 Relationship to Land Development Regulations Adopted Pursuant to Chapter 163.3202, F.S.

All land development regulations developed pursuant to Chapter 163.3202, F.S., shall be consistent with this Comprehensive Plan.

All development orders shall be issued pursuant to the requirements of those land development regulations.

1.3.2.4 Special Exceptions to Required Consistency with This Comprehensive Plan

For Special Exceptions to required consistency with this Plan, please see the provisions of Ordinance 1143-F, adopted on November 16, 1989, by which this Comprehensive Plan was adopted.

1.4 HISTORICAL PLANNING EFFORTS

St. Petersburg has a rich history of planning which is outlined in a book by Bruce R. Stephenson, *Vision of Eden, Environmentalism, Urban Planning and City Building in St. Petersburg, Florida, 1900 - 1995*. These efforts have included the John Nolen Plan of the 20's, the Bartholomew Plan of the 40's, the Citywide Conceptual Plan of 1974 and others which have provided a framework to recognize and protect our great assets.

The John Nolen Plan

Organized planning began in St. Petersburg with several plans developed by John Nolen in the 1920's. Nolen was the premier town planner of the time period and the Nolen Plans reinforced the importance of the park system, civic buildings and wide boulevards. Many of the cherished character defining features of St. Petersburg today reflect the important planning activities of this time period.

The Bartholomew Plan

City-wide planning continued in the 1940's with the Harland Bartholomew Plan. The Bartholomew Plan focused on many city-wide issues including education and school building for a rapidly expanding population. The Bartholomew Plan is most noted for the continued and strengthening development of the street grid pattern. The Bartholomew Plan set the groundwork for the development of the automobile oriented commercial corridors throughout our City today.

1970's Citizens Goals Committee

A growth management and conservation theme emerged in the early 70's which shape planning efforts even today. During the early 70's, the City experienced a period of extremely rapid growth; in fact, St. Petersburg was one of the fastest growing cities in the nation. As a response to urgent growth pressure, the City formulated a Citizens' Goals Committee for the purpose of defining the future directions of the community. The Committee was comprised of 205 interested citizens who formulated the "goals" for the future. There were 12 subcommittees dealing with major areas of community concern, such as the economy, environmental protection, land use, and housing.

The Citizens' Goals Committee invested two years of work in the preparation of the community goals, which became the foundation for the City's long-range planning effort. As outlined by the Committee and presented to the City Council in 1973, the community goals included:

- reestablishment of the downtown as the City's functional heart;
- encouraging identifiable neighborhoods;
- eliminating substandard housing and encouraging redevelopment;
- providing for more open space and eliminating adverse strip commercial development;
- providing for housing opportunities in the vicinity of jobs; and others.

This report re-enforced other growth management efforts of the City Council; in 1972 the zoning holding capacity, or the estimated number of people which could be accommodated under the zoning ordinance, was approximately 700,000 people. This was reduced in 1972 to a potential population of 550,000; further reductions in 1973 reduced the potential population to about 400,000.

Also in 1973, the St. Petersburg City Council created two new advisory commissions, the Planning Commission and Environmental Development Commission (or EDC). Both commissions were renamed in 2007 to the Planning & Visioning Commission (PVC) and the Development Review Commission (DRC). In 2013 the PVC was consolidated with the Community Preservation Commission (CPC) to create the Community Planning & Preservation Commission (CPPC). The DRC reviews development proposals dealing with requirements of the Land Development Regulations, such as site plans, special exceptions, and subdivisions. The CPPC is charged with preparing the long-range plan for the City. Council mandated that a new plan be developed dealing with land use, open space and recreation, transportation, public facilities and drainage, conservation and community facilities.

1974 Conceptual Plan

With the work of the Citizens' Goals Committee as a framework, the Planning Commission directed the preparation of the *Conceptual Plan* -- a generalized, idealistic, long-range guide to the

City's development through approximately 2025. The Conceptual Plan is a very general policy statement that provides for: a potential population of 350,000; retention of at least 50% of the land area in permeable green space; major activity centers in the Downtown, the Tyrone area, and in the Gateway area of the City; and an integrated transportation system that would provide for more options than the automobile.

With the adoption of the *Conceptual Plan*, the City preceded statewide efforts in growth management. In July 1975, the State Legislature passed the Local Government Comprehensive Planning Act -- essentially requiring communities statewide to initiate the planning process started in St. Petersburg. The Act mandated certain elements and prescribed time requirements and review procedures statewide.

The detailed planning process took two and one-half years and countless hours of Planning Commission and staff time to complete. In addition to extensive media coverage, nearly 300,000 notices and informational handouts were distributed to the public to encourage their participation. A series of Planning Commission and City Council public hearings were conducted at locations throughout the City, such as high school auditoriums which were filled to capacity.

City Council adopted the St. Petersburg Land Use Plan on March 28, 1977. The *Land Use Plan* includes four key elements -- Land Use, Conservation, Recreation & Open Space and Traffic Circulation. The Land Use element provides direction for a planning time frame of about 25 years and takes the goals of the Conceptual Plan and the Citizens' Goals Report and makes them specific.

Land Use planning requires a number of basic inputs before a responsible Land Use Plan can propose future development. The Planning Department and the City's Planning Commission invested hundreds of hours in research, public workshops, and public hearings that resulted in the 1977 plan. After adoption of the initial four elements, fourteen additional elements were adopted during the succeeding four years.

The 1983 Update

The City's plan accommodated intense growth in appropriate areas called Activity Centers with the predominant land use of the City remaining low density residential and low intensity commercial and industrial. Infrastructure was planned and, therefore, adequate to accommodate the growth. New issues then emerged as the City had nearly reached build-out. Redevelopment, annexation, and conservation of natural resources became a primary focus.

The Land Use Planning process was re-initiated to meet City needs and satisfy State Growth Management Legislation. A series of workshops conducted by the Planning Commission focused on major areas of concern, such as:

- Revitalization of Bayboro Harbor area
- Historic Preservation
- Tyrone "Triangle" Transportation
- Development/redevelopment of the 4th Street Corridor

Four key elements, Land Use, Conservation, Recreation/Open Space, and Traffic Circulation, were revised and adopted in 1983 to address the changing emphasis to redevelopment. During approximately a one and one-half year period, City staff met with citizens in informal and formal workshops which were followed by numerous public hearings before both the Planning Commission and the City Council (prior to adoption in 1983).

Visions for a Decade - 1983 City Council Goals

In 1983, City Council initiated a reevaluation of the Citizens' Goals process of 1973. Entitled "Visions for a Decade", 180 City residents (twenty from each City Council district) served on nine 20-member subcommittees. With the assistance of one full-time City staff person and a consultant "facilitator", the subcommittees met more than 35 times to reevaluate City goals and policies. The extensive report resulting from the Committee's work was published and presented to City Council in 1984.

Three major goal areas with 24 objectives resulted from "Visions for a Decade":

- Economic Vitality
- Neighborhood Identity and Vitality
- Preserve Waterfront and Permeable Open Space

These goals and objectives were used to shape the current comprehensive planning process.

1989 Comprehensive Plan

In 1985 the State Legislature, in response to statewide growth management concerns, adopted the Local Government Comprehensive Planning and Land Development Regulation Act that mandated comprehensive planning for all local governmental jurisdictions in Florida. The Act introduced the concurrency requirement to local government planning and mandated that public facilities be in place to serve the needs of approved development. After extensive public participation and Planning Commission review, the City Council adopted the 1989 Comprehensive Plan to comply with the Act. That plan, contained herein, as amended over the years, includes numerous elements and subelements that address the wide range of issues that affect the City's growth and development.

1996 Evaluation and Appraisal Report (EAR)

As per Chapter 163 F.S and 9J-5 F.A.C. (repealed in 2011), the Evaluation and Appraisal Report (EAR) of the 1989 Comprehensive Plan was adopted by City Council in December 1996. The EAR assessed and evaluated the successes and failures of the Comprehensive Plan, including the validity of the population projections, and realization of the plan's goals, objectives and policies. The report addressed the impact of changes to community conditions and state and regional regulations on the Plan. The data and background information was updated for each element to reflect conditions at the time of the EAR. The EAR also identified the citizen participation process. Plan amendments or additional studies were recommended in response to the identified changes in the community. The findings of the EAR included recommended amendments to the

Comprehensive Plan goals, objectives and policies and additional studies that were needed to provide data and analysis to clarify outstanding issues. These findings have resulted in amendments to the Comprehensive Plan. Thus, the EAR now stands as a Technical Support Document (TSD) to the Comprehensive Plan.

Vision 2020

The St. Petersburg Vision 2020 Plan, adopted by City Council on October 17, 2002, was born from concern by neighborhood activists, Planning Commissioners, City Council, City Staff and the development community over land development regulations and review processes that were difficult and often yielded unsatisfactory results. Primary among the concerns was a zoning code that did not address the traditional character of older, pre-WWII neighborhoods and commercial areas and the lack of design guidelines to ensure a minimum design quality for development, redevelopment, alterations and additions.

The process facilitated open discussion of many aspects of the City through the use of several techniques that included the perspective of national experts, City staff, the 2020 steering committee and a broad spectrum of over 375 citizen leaders and delegates. The goal was to create a setting for a productive discussion of commonly held values through Citizen Based Themes that should be considered in all subsequent community activities. As part of the implementation of the 2020 Vision Plan, a Vision Element was incorporated into the Comprehensive Plan and new land development regulations were subsequently adopted.

2007 Evaluation and Appraisal Report (EAR)

As required by Chapter 163, F.S., and Chapter 9J-5, F.A.C. (repealed in 2011), the Evaluation and Appraisal Report (EAR) of the Comprehensive Plan was approved by the City Council in May of 2007. The EAR assessed and evaluated the successes and failures of the Comprehensive Plan, including the validity of the population projections, and realization of the plan's goals, objectives and policies. The report addressed the impact of changes to community conditions and state and regional regulations on the Plan. Plan amendments or additional studies were recommended in response to the identified changes in the community. The findings of the EAR included recommended amendments to the Comprehensive Plan goals, objectives and policies. These findings resulted in amendments to the Comprehensive Plan.

2007 Land Development Regulations (LDRs) Update

In August of 2007, the City Council adopted new LDRs. The new LDRs, in part, integrated design criteria into all zoning districts and increased density in certain areas of the City in order to further mixed use development. The new regulations went into effect on September 10, 2007.

1.5 CITIZEN PARTICIPATION

1.5.1 Introduction

St. Petersburg's planning process is an example of on-going citizen commitment. St. Petersburg's planning process has, since the early 70's, benefitted from formal and informal citizen participation in growth management issues. Extensive citizen participation was encouraged throughout the process.

1.5.2 Public Participation Plan

To assure public involvement in the development and adoption of the St. Petersburg Comprehensive Plan Evaluation and Appraisal Reports and subsequent Plan updates, the commission(s) designated in the LDRs actively seeks input and interaction with a variety of formal and informal groups and individuals. The methods for obtaining public input and disseminating information about the Comprehensive Plan, Comprehensive Plan Amendments, and Evaluation and Appraisal Reports are outlined in this public participation plan. The methods and procedures include those mandated in Chapter 163, F.S., as well as additional measures that exceed the mandated minimum requirements.

1.5.2.1 Comprehensive Plan Update and Readoption

The update and readoption of the Comprehensive Plan is an important undertaking that affects all aspects of the community. For that reason every effort is made to assure that as much of the community as possible is aware and understands what the Plan entails, its purpose, and its implications. The following is a summary of how the City achieves community involvement in Comprehensive Planning activities.

Early Involvement

Prior to any formal actions or public hearings by the City Council or the local planning agency (the commission(s) designated in the LDRs), citizen involvement is encouraged through workshops, community presentations, staff and document availability, and a notification mailing list. These efforts are designed to give the public an opportunity to have input during the formative stage of any comprehensive planning activity. It is hoped that several goals can be accomplished through early involvement: a better understanding of the purpose of the Plan, and what goes into its development; provide opportunities to the community to help develop the plan and, ultimately to impart a feeling on the part of the community that the Plan is their Plan.

Notification Mailing List

The Planning & Visioning Commission (currently the Community Planning & Preservation Commission) and City staff initiated a notification mailing list that provides groups and individuals with advance notification of Community Planning & Preservation Commission meetings and workshops that have Comprehensive Plan items on the agenda. Any group or individual may be included on the notification mailing list. These initial mailouts have been successful in

incorporating many important community groups, neighborhood associations, business associations, other special interest groups, individuals, adjacent governmental jurisdictions, and state and regional agencies into the local planning process.

Soliciting participation in the informal mailout program is an ongoing process. Brochures that explain the planning/growth management and EAR processes contain a registration form for interested citizens to send to the planning department. These brochures have been and continue to be available at City Hall, the planning department, and at community presentations.

Community Presentations

General community presentations are conducted at the Main Branch of the Public Library. Presentations are also made to specific interest and community groups at their meeting locations upon request. Interested groups are advised to contact the planning department to make arrangements for presentations.

Workshops

Workshops are held with the commission(s) designated in the LDRs to review data inventory and analysis, levels of service, concurrency, goals, objectives, and policies plus many other issues and segments of the Comprehensive Plan. These workshops are held well in advance of any formal adoption or submittal date to allow for revision and correction of draft elements, and to provide and receive information that helps clarify and shape the Plan's content. The commission(s) designated in the LDRs workshops are noticed through the mailout process and the City's government access channel on scroll. Workshops are also held with the City Council prior to adoption hearings.

Document and Staff Availability

Draft and final documents are available for public inspection at the planning department and the Main Public Library, and may be purchased for a minimal copying charge. In addition, planning department staff is available for consultation and document explanation.

Mandatory Public Hearings

Mandatory public hearings are those required by state or local laws to be held within specified time and procedural guidelines. For the Comprehensive Plan, these mandatory public hearings are held prior to both the commission(s) designated in the LDRs and City Council actions and recommendations.

The Commission(s) Designated in the LDRs Public Hearing

The commission(s) designated in the LDRs public hearings are held prior to the commission(s) designated in the LDRs action as required by Chapter 163 and Chapter 166, F.S., and notice of such public hearings shall be provided in accordance with Florida law. Those unable to attend public hearings can submit any comments they have in writing, by hand delivery or by electronic

or regular mail. Written comments will be entered into the official file. In addition the public hearings are advertised on the City's government access channel.

Persons wishing to speak at the public hearing are allowed three minutes to summarize their concerns. Public hearings are recorded and the recordings are included in the official records of the hearing. All documents related to the subject of the public hearing are available at the hearing for inspection. Anyone who wishes to submit written comments at the hearing is allowed to do so.

City Council Public Hearings

Public hearings are held prior to City Council action as required by Chapter 163 and Chapter 166, F.S., and notice of such public hearings is provided in accordance with Florida law. When two public hearings are required, generally the first public hearing takes place prior to submittal of the ordinance to the Florida state land planning agency and the second occurs after receipt of all reviewing agency comments and prior to final City Council adoption. All reviewing agency comments are available for public inspection at the planning department and at the second public hearing.

1.5.2.2 Comprehensive Plan Amendment Process

The City of St. Petersburg processes Plan amendments in accordance with the requirements of Chapter 163, Florida Statutes. The general procedures for advertisement, notifications, and public hearing procedures are the same for all types of Plan amendments; however, the process is different for Future Land Use Map amendments and amendments that change the list of permitted, conditional or prohibited uses. The Local Planning Agency (LPA), which is the commission(s) designated in the LDRs, must hold a public hearing and make a recommendation to the City Council on the proposed amendment. The City Council then holds two public hearings for text and threshold amendments and takes final action on the amendment. Subthreshold Future Land Use Map amendments require one City Council Public Hearing.

Pinellas Planning Council/Countywide Planning Authority amendments to the Future Land Use Plan require approval of the Board of County Commissioners acting as the Countywide Planning Authority (CPA). Prior to action by the CPA, all Future Land Use Plan amendments are heard by the Pinellas Planning Council (PPC). The PPC makes recommendations to the CPA based on the Objectives and Policies of the Countywide Land Use Plan. The amendment process for the Countywide Future Land Use Plan is as described in Article 5 of the Rules Concerning the Administration of the Countywide Future Land Use Plan.

Notification Procedures; Supplemental Notice

All amendments to the Comprehensive Plan require a legal advertisement to be published in a newspaper of general circulation as outlined in Chapter 163 and Chapter 166, F.S. When Future Land Use Map amendments have been proposed, owners of real property subject to the amendment and property owners within 200 feet are also to be sent supplemental notice by mail in accordance with the Land Development Regulations, Section 16.70.010.4.

1.5.2.3 Evaluation and Appraisal Report Adoption

Public participation for evaluation and appraisal reports is the same as plan adoption procedures.

1.5.3 Applicable State Law and Rules

The public participation plan outlined in section 1.5.2 is intended to meet the requirements of Chapter 163, Part II, F.S. These requirements are as follows:

1) To encourage and to provide for effective public participation in the comprehensive planning process.

2) To assure that real property owners are put on notice, through advertisement in a newspaper of general circulation in the area or other method adopted by the local government, of official actions that will regulate or affect the use of their property.

3) To provide for broad dissemination of the proposals and alternatives.

4) To assure opportunities for the public to provide written comments.

5) To assure that the required public hearings are held.

6) To provide for open discussion on the proposed plan.

7) To provide for communications programs for dissemination of information on proposals and alternatives, and on the proposed plan.

8) To provide for information services.

9) To provide for notice to keep the general public informed during the plan revision process.

10) To assure the consideration of and response to public comments on proposals and alternatives, and on the proposed plan.

11) To make executive summaries of the comprehensive plan available to the general public.

12) To release information at regular intervals during the planning process to keep the citizenry apprized of planning activities.

1.6 LIST OF ABBREVIATIONS

AADT	Average Annual Daily Traffic
ABM	Agency on Bay Management
ADA	Application for Development Approval
BACS	Bay Area Commuter Services
BOCC	Board of County Commissioners
CBD	Central Business District
CCMP	Comprehensive Conservation and Management Plan for Tampa Bay
CDBG	Community Development Block Grant
CHHA	Coastal High Hazard Area
CI	Certificate of Inspection
CLUP	County Land Use Plan
CO	Certificate of Occupancy
CG	Commercial General
CPA	Countywide Planning Authority
CPPC	Community Planning and Preservation Commission
CPD	Community Planning and Development
CRD	Community Redevelopment District
CRS	Community Rating System
DEP	Department of Environmental Protection
DO	Development Order
DOP	Disaster Operations Plan
DRC	Development Review Commission
DRI	Development of Regional Impact
DUs	Dwelling Units
EAR	Evaluation and Appraisal Report
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
FAR	Floor Area Ratio
FDEP	Federal Department of Environmental Protection
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FWC	Florida Fish & Wildlife Conservation Commission
FHSRTC	Florida High Speed Rail Transportation Commission
F.S.	Florida Statutes
FLUM	Future Land Use Map
HCM	Highway Capacity Manual
HUD	Housing and Urban Development (Department of)
I	Institutional
IG	Industrial General
IL	Industrial Limited
LOS	Level of Service
LMS	Pinellas County Local Mitigation Strategy
LPA	Local Planning Agency

MHW	Mean High Water
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
NHS	Neighborhood Housing Services, Inc.
NFIP	National Flood Insurance Program
NMFS	National Marine Fisheries Services
NPDES	National Pollution Discharge Elimination System
PMI	Pinellas Mobility Initiative
PPC	Pinellas Planning Council
PHA	Public Housing Authority
PRES	Preservation
PR-R	Planned Redevelopment – Residential
PR-MU	Planned Redevelopment – Mixed Use
PR-C	Planned Redevelopment – Commercial
PSIG	Pounds per Square Inch Gravity
PSTA	Pinellas Suncoast Transit Authority (formerly the SPMTS)
P/SP	Public/Semipublic
RAC	Regional Activity Center
REHAB	Rehabilitation
RH	Residential High
RL	Residential Low
RLM	Residential Low Medium
RM	Residential Medium
RU	Residential Urban
ROW	Right of Way
R/OG	Residential/Office General
R/OS	Recreation/Open Space
SIS	Strategic Intermodal System
SR	State Route
STA	Special Transportation Area
SWFWMD	South West Florida Water Management District
TBARTA	Tampa Bay Area Regional Transit Authority
TBRPC	Tampa Bay Regional Planning Council
TBEP	Tampa Bay Estuary Program
TBW	Tampa Bay Water (formerly WCRWSA)
TCEA	Transportation Concurrency Exception Area
TDM	Transportation Demand Management
TMP	Transportation Management Plan
TSD	Technical Support Document
TSM	Transportation System Management
TU	Transportation/Utilities
UMTA	Urban Mass Transit Administration
USF	University of South Florida
USFWS	United States Fish and Wildlife Services
USF&WS	United States Fish and Wildlife Services
WF	Well Field

WRF Water Reclamation Facility

1.7 DEFINITIONS

Access Management - The regulation and control of vehicular access to public roads to insure the safe and efficient operations of the roadway system.

Accessory Dwelling Unit – An ancillary or secondary living unit, that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit. Accessory dwelling units are not counted against the otherwise applicable maximum dwelling units per acre density standard when accessory to a single-family dwelling unit.

Active recreation - Recreational activities which are moderately to intensely physically rigorous, such as soccer, tennis, football, etc.

Alternative Fuel - a fuel used in vehicles that comes from a source other than petroleum, such as ethanol made from corn and biodiesel made from vegetable oil.

Alternatives Analysis (AA) – An Alternatives Analysis (AA) is an independent evaluation of local transit corridors that will help determine the placement and type of transit options that are most suitable for Pinellas County and that qualify for federal funding.

Alum - Liquid aluminum sulfate.

Alum Stormwater Treatment System - A stormwater treatment system which injects Alum into the water body to improve water quality by removing sediment from the water column. Alum forms harmless non-toxic precipitates which combine with phosphorous, suspended solids and heavy metals causing them to fall through the water column to the bottom of the water body. After clarity is achieved, the Alum sediment matter is removed from the bottom of the water body by maintenance dredging.

Amnesty Days (Hazardous Waste) - Voluntary program which allows citizens to bring small quantities of hazardous waste to a central collection facility for proper disposal.

Aquifer - A water-bearing layer of rock or soil that will yield water in usable quantity to a well or spring.

Arterial Road, Minor - A roadway that provides a significant degree of mobility and continuity for motorists that are traveling in a corridor that connects major activity centers. Typically, traffic volumes and operating speeds are lower and trip lengths are shorter on minor arterials than principal arterials.

Arterial Road, Principal - A roadway that provides a high degree of mobility and continuity for motorists that are traveling in a corridor that connects major activity centers. Typically, traffic

volumes and operating speeds are higher and trip lengths are longer on principal arterials than minor arterials.

Ballast, Electronic - A short name for fluorescent high frequency electronic ballast. Electronic ballasts use solid state electronic components and typically operate fluorescent lamps at frequencies in the range of 25-35 kHz. The benefits are: increased lamp efficacy, reduced ballast losses and lighter, and smaller ballasts compared to electromagnetic ballasts.

Ballast, Magnetic - Electromagnetic Ballasts (Magnetic Ballasts) are ones that use a core and coil assembly to transform electrical current to start and operate fluorescent and high intensity discharge (HID) lamps.

Beach - The zone of sedimentary, unconsolidated material on the estuarine shorelines that extends landward from the mean low water line to a place where there is a marked change in material or physiographic form, or to the line of permanent vegetation, usually the limit of storm waves.

Bike Lane - A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bike Path - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.

Bike Route - A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.

Biodiesel - A domestically-produced fuel for diesel engines derived from natural oils, such as camelina, canola, mustard, soybean, or other crops or animal fats. Biodiesel is typically produced by a chemical reaction between this oil and an alcohol such as methanol, in the presence of a catalyst, to yield the fuel and a glycerin byproduct.

Brownfields - Abandoned, idled, or underutilized industrial and commercial properties where expansion or redevelopment is hindered by real or perceived environmental contamination.

Capital Improvement - Physical assets constructed or purchased to provide, improve or replace a public facility; generally large scale, high in cost, nonrecurring and require multi-year financing.

Carbon Sinks, Natural - Places of carbon accumulation, such as in large forests (organic compounds) or ocean sediments (calcium carbonate); carbon is thus removed from the carbon cycle and stored for an indefinite period.

Citizens - Residents of the City. In the context in which the term is used, the term may include visitors and guests. The term is used in a broad sense and includes persons with a lawful residence in the City but who may be legally domiciled elsewhere. The term is not intended to exclude persons who may be citizens of Canada or other nations.

Classification of Waters - The Department of Environmental Protection categorization of surface waters according to the following designated uses:

Class I	Potable Water
Class II	Shellfish Propagation or Harvesting
Class III	Recreation, Propagation and Maintenance of Fish and Wildlife
Class IV	Agricultural Water Supplies
Class V	Navigation, Utility, Industrial Use

Coastal Area - An area that encompasses water and submerged lands of estuarine water bodies; adjacent shorelines; living marine resources; marine wetlands; water dependent or water related facilities, including public access facilities; hurricane vulnerable zones; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of the above.

Coastal High Hazard Area (CHHA) - The area below the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes ("SLOSH") computerized storm surge model approved in July 2016.

Coastal or Shore Protection Structure - Shore hardening structures such as seawalls, bulkheads, revetments, groins, breakwaters or other structures intended to prevent erosion or protect other structures from wave and hydrodynamic forces.

Collector Road - A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads and arterial roads and are designed to provide both mobility and land access within residential, commercial and industrial areas.

Commercial Uses - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Development Block Grant Program - The Community Development Block Grant Program is Title I of the Housing and Community Development Act of 1974 (Public Law 93-383).

Community Rating System (CRS) - The National Flood Insurance Program's (NFIP) Community Rating System is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements. Property owners within a community that participates in CRS receive discounted flood insurance premium rates that reflect the reduced flood risk resulting from program participation.

Commuter Bus Service - Fixed route bus service characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets and premium fares, and routes of extended length, usually between the central business district or major employment centers and outlying suburbs.

Compatible - Not having significant adverse impact. With limited variation from adjacent uses in net density, in type and use of structures (unless highly complementary), and with limited variation

in visual impact on adjacent land uses. In the instance of certain adjacent or proximate uses, compatibility may be achieved through the use of mitigative measures.

Composting - A process that converts organic materials to humus with micro-organisms in an aerobic environment. The process is not effective on most plastic and rubber compounds.

Concurrency - The necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.
Concurrency Management System - The procedures and process utilized to ensure that development orders and permits are not issued unless the necessary facilities are available concurrent with the impacts of development.

Confining Bed - A layer of earth material, usually clay, that tends to restrict the vertical movement of water into and out of an aquifer.

Conservation Uses - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

Density - The number of dwelling units per buildable land area, as set forth in the Land Development Regulations.

Design Storm - The statistical probability of a storm's magnitude and duration for a given rate of return, such as 1-year, 2-year, etc.

Development – The term has the meaning set forth in Section 163.3164, Florida Statutes, as amended.

Development of Regional Impact - Any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county in Florida, as defined in section 380.06 (1), Florida Statutes, implemented by Rule 9J-2, Florida Administrative Code, and coordinated by the regional planning agency.

Development Order - Any order granting, denying, or granting with conditions an application for a development permit.

Development Permit - Any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Disaster Operations Plan (DOP) - The local peacetime emergency plan prepared by the City Disaster Preparedness Coordinator which addresses preparation and response to natural and man-made disasters, specifically hurricanes, flooding and tornadoes.

Drainage Basin - The area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic water, including all areas artificially added to the basin.

Drainage Facilities - A system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures and retention structures.

Dwelling (residential) Unit - A conventional or manufactured, detached or attached structure constituting a single, independent, habitable unit.

Effluent - The treated wastewater which flows out of the treatment plant. Disposal alternatives include discharge into a water body or injection into deep aquifers. The treated wastewater may also be reclaimed for irrigation use.

Energy, Renewable - Energy generated from natural resources, e.g., sunlight, wind, rain, water, biomass and geothermal heat, that is naturally replenished.

Estuary - A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. The term includes but is not limited to bays, embayments, lagoons, sounds and tidal streams.

Ethanol - A gasoline alternative that is manufactured from the conversion of carbon based feed stocks such as sugar cane, sugar beets, switch grass, corn and barley.

Evacuation Route - Routes designated by the county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

Exotic Species - A non-native plant.

Extremely Low Income Persons – One or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. (Reference: section 420.0004, F.S.)

Floodplains - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A zone or a V zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Floor Area Ratio (FAR) - A measure of the intensity of a development. The ratio of gross floor area to the net land area of the lot.

Florida Administrative Code - Rules and regulations which implement Florida Statutes passed by the legislature.

Florida Green Building Coalition, Inc. (FGBC) - A not-for-profit Florida corporation that promotes sustainability in the way buildings are designed, built and operated. The FGBC manages several

certification programs applicable to residential and nonresidential development, hosting education programs and providing resources for finding green products and professionals.

Florida Intrastate Highway System - A system of designated roadways created in 1990 by the Florida Legislature to provide for high-speed and high-volume traffic flow, including limited-and controlled-access facilities (e.g., Interstate highways, Florida's Turnpike, expressways, and other facilities of regional significance).
Functional Classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network.

Goal - A long-term end toward which programs or activities are ultimately directed.

Greenhouse Gas (GHG) - Any of a variety of gases known to be transparent to incoming solar radiation but capable of absorbing reflected infrared radiation from the Earth's surface. The principal greenhouse gases are carbon dioxide (CO_2), methane, and chlorofluorocarbons, among others. Greenhouse gases other than CO_2 are often converted into CO_2-equivalents.

Green Home Designation Standard – The Green Home Designation Standards are administered by the FGBC. The Green Home Designation Standards indicate the criteria by which a Florida home, new or existing, can be designated green.

Gross Acres - Total acreage of the City less bodies of water.

Gross Floor Area - Gross floor area of a structure shall be the total area of all floors, including stairwells, elevator shafts, etc., measured from the outside face of enclosing walls or supports. The Land Development Regulations may exempt parking areas and other qualified exemptions for land use types, building design, site layout and orientation features provided within a zoning district's design guidelines from the calculation of gross floor area.

Ground water - Water in the saturated zone that is under pressure equal to or greater than atmospheric pressure.

Guideway Transit System - A transit system that operates on rails or a beam. This includes, but is not limited to, light rail, heavy rail, monorail and automated guideway.

Hazardous Waste - Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

Hazardous Waste Management Plan - Specific procedures, objectives, requirements or other provisions for the systematic control of the collection, source separation, storage, transportation, processing, treatment, recovery, recycling and disposal of hazardous waste.

Heat Island Effects - Elevated temperature observed in an area, especially urban settings. The concentration of energy use, combined with a density of heat absorptive surfaces and lack of natural cooling breezes, causes structures to retain heat and temperature to rise locally. Light-colored surfaces on buildings and pavements, such as achieved with concrete, significantly reduce the heat island effect.

Historic Resources - All areas, districts or sites containing properties listed on the Florida Master File, the National Register of Historic Places, or designated by the City as historically, architecturally, or archaeologically significant.

Household - A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing - Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. As used in this Plan, the term is limited to the shelter aspect unless the context clearly indicates otherwise.

Housing Code - Standard used to determine whether an old or new structure is fit for human occupancy. The Housing Code is to insure maintenance and improvement of existing housing to meet accepted standards.

Housing Need - The number of housing accommodations required in order to provide all households with decent, safe and sanitary dwelling units which includes a sufficient number of vacant units to create a vacancy rate that will allow housing mobility and housing choice.

Housing Stock - The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory in the element.

Housing Unit - A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Hurricane Evacuation Clearance - The amount of time specified in the Pinellas County Hurricane Evacuation Plan Implementation Guide produced by the Tampa Bay Regional Planning Council for the safe evacuation of hurricane vulnerable areas.

Hurricane Shelter - A structure designated by local officials as a place of safe refuge during a storm or hurricane.

Hurricane Vulnerability Area - Area delineated by the Pinellas County Hurricane Evacuation Plan Implementation Guide produced by the Tampa Bay Regional Planning Council which will require evacuation in the event of a category 3 storm event.

Hybrid Vehicle – A hybrid vehicle is one that uses two or more distinct power sources to propel the vehicle and achieve better fuel economy than a conventional vehicle.

Idle Speed - The minimum speed that will maintain the steerageway of a motorboat.

Income - All income earned by each adult member of the family, including gross wages, social security, Workman's Compensation, child support, and public assistance (exclusive of any amount designated for shelter and utilities), plus the income from assets that are over $5,000, or 10 percent of assets over $5,000, whichever is greater.

Induction Lighting - Gases can be excited directly by radio-frequency or microwaves from a coil that creates induced electromagnetic fields. This is called induction lighting and it differs from a conventional discharge, which uses electrodes to carry current into the arc. Induction lamps have no electrodes inside the chamber and therefore generally have longer life than standard lamps.

Infrastructure - Structures which serve the general population, such as sewage disposal systems, potable water systems and wells, waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; shore protection structures; causeways; marinas; navigation channels; bridges and roadways.

Intelligent Transportation Systems - The application of advanced technology and operational strategies in an integrated manner to increase the effectiveness of the surface transportation system.

Intermodal Facilities - Transportation facilities which provide for linkages between travel modes, such as rail or bus stations at airports.

Land Development Regulation - An ordinance which enacts regulations to control the development of land; the regulations adopted by such an ordinance.

Landfill - A site using an engineered method to dispose of solid wastes on land by spreading the wastes in thin layers, compacting the wastes and applying covering materials at the end of each day's operation.

Large Tract Wildlife Area - An area of 100 acres or more in its natural, undeveloped state.

Leachate - Fluid that issues from a pile or cell of solid waste which contains water, dissolved waste and decomposition products from the solid waste. It can contaminate groundwater and drinking water supplies.

Leadership in Energy and Environmental Design (LEED™) - A third-party certification program operated by the United States Green Building Council (USGBC). LEED™ is a voluntary, consensus-based standard in the United States to develop high-performance, sustainable buildings. LEED™ provides a complete framework for assessing building performance and meeting sustainability goals.

Level of Service - An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

Light Emitting Diode (LED) - A solid that directly converts electrical impulses into light. Some LEDs today incorporate fluorescent materials to change the color characteristics of the emitted light.

Light Manufacturing/Assembly (Class A) - A use engaged in the manufacture (predominantly from previously prepared materials) of finished products or parts, including processing, fabrication, assembly, treatment, packaging, storage, sales, and distribution of such products consistent with such standards as may be prescribed in the City Code. This use shall not include or allow for any exterior storage or exterior processing of equipment or materials of any kind.

Living Marine Resources - Oceanic or estuarine plants or animals, such as mangroves, seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, crustacea and fisheries; and sea turtles and marine mammals.

Local Road - A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

Low Income Household - A household is considered low income if its annual income is between 50 and 80 percent of the median income of the area as determined by HUD, with adjustments for smaller or larger families or other special regional factors.

Major Streets - Higher order roads that exist primarily to provide mobility for people and goods and interconnect residential and nonresidential areas. Major streets in St. Petersburg include the Interstate system, principal arterials, minor arterials, collectors and neighborhood collectors. Local roads or service roads that carry low traffic volumes, short trips and exist primarily to provide access to property are not considered major streets.

Marina - A dock or basin providing secure moorings for boats.

Maximum Peak Hour Service Volume - The maximum number of vehicles which have a reasonable expectation of passing over a given roadway section or through a given intersection under prevailing road and traffic conditions during a specified hour of time.

Mean High Water (MHW) - The average height of the high waters over an approximate 19-year period.

Metropolitan Planning Organization (MPO) - A federally mandated decision-making body for an urbanized area over 50,000 in population, to serve as the transportation planning agency for the area.

Minerals - All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

Missing Middle Housing – Housing that encompasses a range of smaller, multi-unit or clustered housing types (such as shotgun, skinny, duplex, triplex, fourplex, courtyard apartment, bungalow court, townhouse, multiplex, and live/work units), which are compatible in scale and design with single-family homes, and are designed to encourage walking, biking, and transit use. A density bonus of up to 30 dwelling units per acre is being offered to incentivize Missing Middle housing in the Residential Medium (RM), Planned Redevelopment – Residential (PR-R) and Planned Redevelopment – Mixed Use (PR-MU) land use categories.

Mixed Use - A site that has a combination of different land uses, such as residential, office and retail.

Mobile Home - A structure, transportable in one or more sections, which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein.
Mode - The specific method chosen to make a trip. Typical modes are: walking, bicycling, motorcycle, automobile, van, taxi, bus and rail transit.

National Ambient Air Quality Standards - Minimum air quality standards established by the Clean Air Act Amendments of 1990.

Natural Drainage Features - The naturally occurring features of an area which accommodates the flow of stormwater such as streams, rivers, lakes and wetlands.

National Flood Insurance Program (NFIP) - A Federal program aimed at reducing the impact of flooding on private and public structures. The program provides insurance for property owners and encourages communities to adopt and enforce floodplain management regulations. Overall, the program reduces the socio-economic impact of disasters by promoting the purchase and retention of Risk Insurance in general, and National Flood Insurance in particular.

Natural Reservations - Areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or nonprofit agency such as: national parks, state parks, lands purchased under Save our Coast, Conservation and Recreation Lands or Save our Rivers programs, sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores, and outstanding Florida waters.

Neighborhood Collector - A specialized type of collector road. While they function as a collector, they primarily serve residential areas. Designation as a neighborhood collector is intended to recognize the role that the roadway plays in the overall thoroughfare system while acknowledging the importance of preserving adjacent residential neighborhoods through traffic calming techniques.

Net Acres - Total developable acreage.

Net Residential Acreage - Buildable residential acres used to calculate the allowable number of dwelling units on a site.

Nuisance Exotic Plant Species - the following are classified as nuisance exotic plants; brazilian pepper, punk tree and australian pine.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

One hundred (100) Year Flood - A flood level with a one percent chance of being equaled or exceeded in any given year. The 100 year flood level in St. Petersburg is roughly 9 (nine) feet above mean sea level.

Open space - Undeveloped lands suitable for passive recreation or conservation uses.

Overriding Public Interest (test) - Actions required by local, state or federal government necessary for the promotion of the public safety, health and general welfare. In determining whether there is an overriding public interest for a project or activity, the following criteria shall be considered and balanced:

1. The public benefit to be derived from the project or activity;

2. The degree to which the current condition and relative value of functions being performed by areas affected by the proposed project or activity are degraded;

3. The degree to which the project or activity will adversely affect the public health, safety, or welfare, or property of others;

4. The degree to which the project or activity will adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;

5. The degree to which the project or activity will adversely affect or enhance significant historic and archaeologic resources;

6. If the project or activity will be of a temporary or permanent nature; and

7. Availability of alternatives which avoid or minimize adverse impacts.

In deciding to recommend for or against a project or activity, measures to mitigate the adverse effects of the proposal shall be required.

Owner - Any person or entity, including a cooperative or a public housing authority (PHA), having the legal right to sell, lease, or sublease any form of real property.

Package Treatment Plants - Small scale treatment systems which have a collection network, treatment plant, and disposal system. Their capacities are available in a range up to one million gallons per day.

Park - A neighborhood, community, or regional park.

Passive Recreation - Recreational activities which are low to moderate in physical demands, such as nature appreciation, bird watching, and picnicking.

Pedestrian Facilities - Any corridor that safely accommodates pedestrian traffic, such as sidewalks and off-road trails.

Pinellas County Local Mitigation Strategy (LMS) - The Pinellas County Local Mitigation Strategy, originally adopted in 1998 and subsequently updated in 2004, 2009 and 2014, is a plan that serves as a bridge between local governments' comprehensive growth management plans, the county comprehensive emergency management plan, land development regulations, and relevant ordinances and codes such as those for floodplain management. This strategy integrates mitigation initiatives established through various policies, programs, and regulations into a single stand-alone working document.

Pinellas Mobility Major Investment Study - A study that was initiated to provide a collaborative decision-making forum for determining transportation investments appropriate to meet the needs of current and future Pinellas County residents and visitors. Alternative multi-modal transportation strategies were examined in an effort to serve land use patterns, manage traffic congestion and protect the environment.

Playground - A recreation area with play apparatus.

Policy - A way in which programs and activities are conducted to achieve an identified goal.

Pollution - The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air, water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

Potable Water - Water which is satisfactory for drinking, culinary, and domestic purposes and which meets the appropriate requirements of the Florida Department of Environmental Protection.

Potable Water Facilities - A system of structures designed, constructed or used to collect, treat or distribute potable water, which includes water wells, treatment plants, reservoirs and distribution mains.

Potentiometric Level - The height to which water will rise in tightly cased wells that penetrate an aquifer.

Potentiometric Surface - Sum of potentiometric levels over a specified area.

Premium Transit System - A transit system comprised of passenger rail and/or premium bus services.

Preservation Areas - Areas which, because of their natural conditions such as vegetative communities, water table and flood hazard boundaries, are designated by land use or zoning by the City of St. Petersburg as preservation, limiting the location and extent of development in these areas so as to preserve the natural value of the property.

Private Recreation Sites - Sites owned by private, commercial or nonprofit entities available to the public for purposes of recreational use.

Public Access - The ability of the public to physically reach, enter or use a site for recreation.

Public Recreation Sites - Sites owned or leased on a long-term basis by a federal, state or local governmental agency for purposes of recreational use.

Pull-Out Bay - Paved area adjacent to roadways where motor vehicles can pull out of travel lanes to load and unload passengers.

Recreation - The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility - A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses - Activities within areas where recreation occurs.

Recycling – Reprocessing of discarded materials into new, useful products; not the same as reuse of materials for their original purpose, but the terms are often used interchangeably.

Regional Park - A park designed to serve two or more communities.

Resource Recovery - The extraction of useful materials or energy from waste. Recoverable materials generally are extracted mechanically and may include paper, glass and metals which can be reprocessed and used again. Recovered energy generally is extracted through combustion.

Resident Population - Inhabitants counted in the same manner used by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Resources, Renewable - Resources normally replaced or replenished by natural processes; resources not depleted by moderate use; examples include solar energy, biological resources such as forests and fisheries, biological organisms and some biogeochemical cycles.

Right-of-Way - Land in which the state, county, or a municipality owns the fee simple title or has an easement or other right to use the land for transportation purposes. A public right-of-way, however created or established, may be used by the public for vehicular or pedestrian travel but might not be owned by a governmental agency. Unless the context indicates otherwise, the term does not ordinarily include an easement for use only by public utility service providers.

Roofs, Cool - Energy-efficient roofing systems that reflect the sun's radiant energy before it penetrates the interior of the building. These systems can reduce the building's energy requirements for air conditioning.

Roofs, Green - A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems.

Saturated Zone - The subsurface zone in which all voids are filled with water.

Seasonal Population - Part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farm workers, and other short-term and long-term visitors.

Seawall - A structure separating land and water areas and designed to prevent erosion and other damage due to wave action.

Septic Tanks - Generally these are used to serve single housing units, but they can be larger. They consist of a septic tank and a drainage field. The tank receives wastewater from the home for a settling period of the suspended solids. These suspended solids are gradually decomposed by the bacteria found in the tank. The remaining liquids are discharged through underground drainage pipes to a drainfield where the liquid percolates into the soil. Generally septic tanks require cleaning every three to five years.

Severely Incompatible - A condition whereby a particular previously lawful use or uses pose an immediate or imminent threat to the public health, safety and welfare because of its proximity to an allowable use.

Sludge - The accumulated solid residues of the wastewater treatment process. It is usually subjected to additional treatment to stabilize organic materials. Disposal methods include burial in solid waste landfills and use as a soil conditioner for agricultural purposes.

Soil Association - The distinctive soil pattern consisting of one or more major soils and at least one minor soil; used to identify large tracts of land for soils characteristics and limitations.

Soil Type - The groups of soil components as established by the Soil Conservation Service for which percolation rates, level of water table, pH, composition, and suitability for development have been identified.

Solar Design, Active – Electrical or mechanical technologies that reduce or eliminate the use of fossil fuels and electricity for heating, cooling, and building lighting. Active solar techniques include the use of photovoltaic panels, solar thermal collectors, with electrical or mechanical equipment, to convert sunlight into useful outputs.

Solar Design, Passive - Design strategies that reduce or eliminate the use of fossil fuels and electricity for heating, cooling, and building lighting. Passive solar techniques include orienting a building to the sun, selecting materials with favorable thermal mass or light dispersing properties, and designing spaces that naturally circulate air.

Solar Power – Solar energy is the radiant light and heat from the Sun. Solar power refers to the ever-evolving technologies used to harness solar energy. Solar power technologies are broadly characterized as either passive solar or active solar depending on the way they capture, convert and distribute sunlight.

Solid Waste - Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

Special Housing Needs - As used in the Housing Element, these are housing needs of special populations, such as handicapped, rural and farm worker households and the homeless.

Stormwater - The flow of water which results from a rainfall event.

State land planning agency - Means the Department of Economic Opportunity. (163.3164, F.S.)

Strategic Intermodal System (SIS) - is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

Structural Conditions - A means of characterizing structures in terms of their physical condition and appearance. Four condition levels are recognized:

1) Excellent - structures that are structurally sound and whose components express excellent and continual maintenance and no signs of wear.

2) Sound - structures that are structurally sound and in good condition, but whose components are beginning to show signs of wear or deferred maintenance.

3) Deteriorated - structures that are structurally sound, but whose components show obvious signs of aging, continued lack of maintenance and decay.

4) Dilapidated - structures which do not provide safe and adequate shelter, and which endanger the health, safety and well-being of occupants. Structurally unsound.

Substandard - Substandard units are defined here in terms of physical condition, and include deteriorating and dilapidated units or nonconformance with codes and standards.

Sustainable Development - A pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but in the indefinite future.

Telecommuting - An arrangement whereby employees work at a location other than the conventional office site, usually from home or an office close to home.

Therapeutic Recreation - Recreational activities to improve physical, mental and emotional functioning and overall quality of life for special groups such as young children, elderly, the physically and developmentally challenged.

Traffic Calming - A measure that is implemented to reduce speeding traffic, reduce crashes and discourage cut-through traffic, thereby increasing safety and enhancing quality of life and the neighborhood environment. Many different traffic calming techniques exist, such as narrowed lanes, neck downs, chicanes, roundabouts, landscaped medians, a brick or stamped concrete surface, speed humps and diverters.

Transportation Concurrency Exception Area - A specific geographic area or areas delineated in the Comprehensive Plan designed to reduce the adverse impact that transportation concurrency may have on urban infill development and redevelopment and the achievement of other goals and policies of the state comprehensive plan, such as promoting urban infill development, urban redevelopment, downtown revitalization and public transportation. Under limited circumstances, it allows exception to the transportation concurrency requirement.

Transportation Demand Management (TDM) - The implementation of low-cost strategies to help reduce the demand for transportation facilities by encouraging alternatives to the single-occupant vehicle and by altering local peak hour travel demand. TDM strategies focus on behavioral changes rather than facility improvement and may include ridesharing programs, public transportation, flexible work hours, telecommuting, shuttle services and parking management.

Transportation Disadvantaged - Those persons who, because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. These persons also include children who are disabled or high-risk as defined in Ch. 411, F.S.

Transportation Management Plan - A transportation management plan (TMP) is required for development projects that add a significant number of new vehicular trips to roads with high levels of traffic congestion. A TMP can include strategies such as trail, sidewalk, bus stop and intersection improvements, trip reduction programs such as vanpooling or telecommuting, and provision of traditional design features.

Transportation System Management (TSM) - The implementation of low-cost capital improvements that improve mobility by optimizing the efficiency of the existing transportation system. TSM strategies can significantly improve the traffic flow on congested streets where reconstruction is not an option because of cost or disruption to the natural or built environment. TSM strategies include monitoring and adjusting traffic signal timing to improve traffic flow, adding or lengthening turn lanes at intersections, access management techniques and Intelligent Transportation System projects.

Treatment Actions - Preventive or remedial actions that may be taken to maintain the quality of the housing stock; including:

1) Conservation - on-going maintenance routine involving regular replacement or repair of physical components as, or before, they deteriorate in order to maintain conformance to initial standards throughout the structure's useful life.

2) Rehabilitation - repair or replacement of deteriorated or nonconforming aspects of existing structures to prolong their useful life or bring them into conformance with contemporary standards.

3) Restoration - rehabilitation that involves repair or duplication of historically or aesthetically significant features.

4) Redevelopment - demolition and replacement of dilapidated structures.

United States Green Building Council (USGBC) - A not-for-profit trade organization that promotes sustainability in the way buildings are designed, built and operated. The USGBC is best known for the development of the Leadership in Energy and Environmental Design (LEED™) rating system.

Usable Open Space - Land that is designated for open space that is accessible to the public's use as passive recreation.

Unusable Open Space - Open space lands that are not accessible to the general public such as Interstate medians and parkways.

Vehicle Miles Traveled (VMT) - The number of miles traveled by motor vehicles in a specified period of time, such as a day or a year, by a number of motorists in absolute or per capita terms. One vehicle traveling the distance of one mile equals one VMT.

Velocity Zone - That portion of the coastal 100 year flood plain which would be inundated by tidal surge with velocity wave action; generally indicates the inland extent of a three (3) foot breaking wave.

Very Low Income Family - A family is very low income if its adjusted income does not exceed 50 percent of the median income of the area as determined by HUD, with adjustments for family size.

Waste-to-Energy (WTE) - Waste to Energy (WTE) is a range of processes usually associated with municipal waste (but also used for industrial waste) where the waste is burned, gasified or digested at a high temperature. Heat energy is recovered from these processes (usually in the form of heat) and is reclaimed to produce steam and/or generate electricity.

Water Dependent - Activities which can only be carried out on, in or adjacent to water areas because the use requires access to a water body.

Water Enhanced - Activities that are not dependent upon waterfront access but whose value, exclusive of property value, is increased due to location on or accessibility to the water.

Water Related - Activities that are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water dependent or waterway uses.

Water Table - The surface of an unconfined aquifer, defined by the level at which water stands in wells that penetrate the water body far enough to hold standing water.

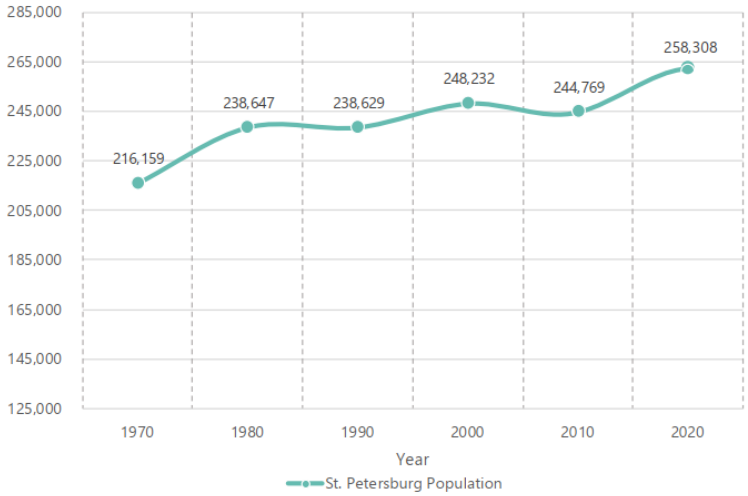
Xeriscaping - Water efficient landscaping using techniques such as limited turf areas, efficient irrigation, mulches, and native plants.

Zoning Ordinance - An ordinance whose purpose is to control the use, intensity and dimensional characteristics of development for specific locations. In the City of St. Petersburg, the term means the Land Development Regulations.

1.8 POPULATION CHANGES AND PROJECTED GROWTH

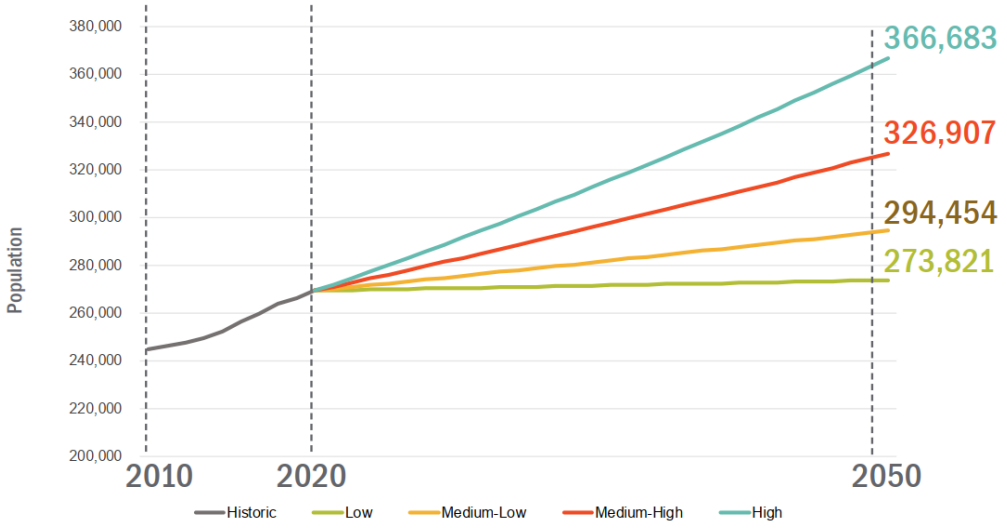
St. Petersburg's rate of population growth has varied in the last two decades. In recent years, the city has experienced an annualized growth rate of approximately 1%. There were slightly more than 258,000 city residents reported in the 2020 U.S. Census and American Community Survey. The below graph shows the historic population growth for the past fifty years. The overall population has grown by approximately 42,000 residents, which represents a 19% population increase since the 1970 U.S. Census.

Historic Population Growth



Based on past trends, the growth projection for St. Petersburg is in a range between 0.6% and 1.0% of new residents per year. Therefore by 2050, it is anticipated that the city could have between 327,000 and 367,000 residents. This reflects an overall potential increase of 68,000 to 108,000 residents or 2,266 to 3,600 additional residents per year. The below graph shows the range of population projections from low (source: Southwest Florida Water Management District), medium-low (source: Forward Pinellas, the Pinellas County Metropolitan Planning Organization), medium-high (source: StPete2050 and Landwise Advisors), and high (University of Florida Bureau of Economic and Business Research).

Population Projections



VISION ELEMENT

2.1 Introduction
2.2 Citizen Based Themes
2.3 City Framework: Neighborhoods - Centers - Corridors
ISSUE: St. Pete Vision 2020

2.1 INTRODUCTION

St. Petersburg is a unique community with many assets atypical of cities this size throughout the country. A beautiful waterfront parks system, a well-developed traffic dispersal grid system, traditional and suburban style neighborhoods, a bustling downtown and other city centers, abundant sunshine and many amenities provide for a high quality of life. St. Petersburg also has a rich history of planning which is outlined in a book by Bruce R. Stephenson, *Vision of Eden, Environmentalism, Urban Planning and City Building in St. Petersburg, Florida, 1900 - 1995*. These efforts have included the John Nolen Plan of the 20's, the Bartholomew Plan of the 40's, the Citywide Conceptual Plan of 1974 and others which have provided a framework to recognize and protect our great assets.

The John Nolen Plan

Organized planning began in St. Petersburg with several plans developed by John Nolen in the 1920's. Nolen was the premier town planner of the time period and the Nolen Plans reinforced the importance of the park system, civic buildings and wide boulevards. Many of the cherished character defining features of St. Petersburg today reflect the important planning activities of this time period.

The Bartholomew Plan

City-wide planning continued in the 1940's with the Harland Bartholomew Plan. The Bartholomew Plan focused on many city-wide issues including education and school building for a rapidly expanding population. The Bartholomew Plan is most noted for the continued and strengthening development of the street grid pattern. The Bartholomew Plan set the groundwork for the development of the automobile-oriented commercial corridors throughout our City today.

The Citywide Conceptual Plan of 1974

The last city-wide planning effort consisted of The Conceptual Plan of 1974. The Conceptual Plan reflected the desire to alter many of the negative construction practices of the 1950's era such as the small, poorly constructed, mass-produced housing stock built shortly after World War II. This planning effort reinforced the quality, suburban style neighborhoods of the south, west and north edges of St. Petersburg.

Each plan described above has provided St. Petersburg with a solid direction and has kept many of the elements in place that define the character of St. Petersburg. Vision 2020 also strives to

maintain continuity with these earlier planning efforts by taking the best each have to offer and apply them to our new circumstances.

St. Pete Vision 2020

The Vision 2020 process was born from concern by neighborhood activists, Planning Commissioners, City Council, City staff and the development community over construction and renovation activities that were difficult and often yielded unsatisfactory results.

Vision 2020 was designed to be a true dialogue exploring the nature of the community today and expectations for the future. It facilitated open discussion of many aspects of the City through the use of several techniques that included the perspective of national experts, City staff, the 2020 steering committee and a broad spectrum of over 375 citizen leaders and delegates. The goal was to create a setting for a productive discussion of commonly held values through Citizen Based Themes that should be considered in all subsequent community activities.

The sequence of the Charrette included several steps to facilitate a multi-party discussion that could be inclusive, informative and constructive. This included the following elements:

- Lecture series with community discussion.
- Citizen based photography and data gathering.
- Charrette with Themes, Framework and Visioning exercises resulting in various action items, indicators of success, and summary documents.

A Vision for St. Petersburg in 2020

St. Petersburg is a unique and special place. It is blessed with a geography between the Gulf of Mexico and Tampa Bay that provides a natural setting matched by few waterfront cities anywhere in the world. This natural beauty has drawn a rich diversity of people, culture, art and architecture making St. Petersburg an outstanding place to live, work, play and learn for 100 years. It is appropriate that at least once every generation, the community pauses to evaluate itself for the benefit of present and future generations. Due in part to a rich planning history that began in the 1920's with landscape architect John Nolen, St. Petersburg residents feel a strong sense of community stewardship. Residents of all races, religions and cultures have a meaningful history of public activism and civic contribution.

Now, at the Millennium, the community looks forward to the year 2020. It has taken a powerful new approach to planning the future based on an extensive public process. This new "Values-Based Planning Approach" employed extensive citizen participation. This eight week process included an active dialogue between over 375 residents and city officials in search of commonly held values.

Results of Vision 2020 include:

- An Overall Vision 2020 Mission Statement for the future written by Citizen Delegates.
- 15 Citizen Based Themes with Mission Statements and Desired Outcomes for the future.

- A City Framework of Neighborhoods, Centers and Corridors with Action Items derived from the Citizen Based Themes.
- A Desire and Commitment to Ensure the Vision through a continuing process that includes the voices and thoughts of the entire community.

This summary is intended to provide the citizens of St. Petersburg an overview of Vision 2020, and an invitation to be involved in this ongoing process. For more information, visit the City's website at http://www.stpete.org or contact the planning department, One 4th Street North, St. Petersburg, Florida.

Overall Mission Statement as identified by Vision 2020 Delegates

St. Petersburg is a vibrant, cosmopolitan community in which to live, play, learn and work. All of its citizens, neighborhoods and businesses collaborate in its development.

St. Petersburg maintains its unique sense of place and economic vitality while preserving its history, diversity and lush natural beauty. St. Petersburg provides a safe, clean sustainable environment with a spectacular waterfront to be enjoyed by all of its residents and visitors.

2.2 CITIZEN BASED THEMES

These Citizen Based Themes enable the act of City planning to become dynamic.

Quantitative approaches to planning succeed in accomplishing desired standards, but they can leave the community with an undesirable built condition. A qualitative approach based on Values and Themes, proactively directs decisions toward the desired outcomes of place. The relationship between decisions and results become clear as every action can be evaluated against indicators of success - does this action support the Themes? This Values-based system will require new ways of thinking as different approaches to existing standards and planning concepts may be necessary to achieve the desired outcome.

The Community also envisioned the physical places where implementation of the Citizen Based Themes would take place. All areas of the peninsula are now urbanized and the City has become a more dynamic and complex place than the resort community first described by John Nolen in 1923. After more than 100 years of development, St. Petersburg is truly a City that has become "built out." Little "raw land" sites are now available for growth. Rather, the City must look inward to redevelopment and reinvestment. A discussion of the basic existing physical structure of the community led to a City Framework with specific actions designed to:

- Strengthen and protect the unique character of existing urban and suburban Neighborhoods consistent with the Citizen Based Themes.

- Redevelop, enhance, and intensify mixed used Development Corridors and mixed use Centers as improved community places consistent with the Themes. The Themes and Framework were summarized by the participants in a global Vision Statement for the City

in the year 2020. It is unusual that so many people would come together to clearly state their committed desire to build a better community.

Quality of Life Mission Statement:

St. Petersburg will ensure its future as an outstanding community to live, work, play and learn. This qualitative approach will form a model sustainable city that achieves social, environmental and economic fairness and mutual success. The best traditions of the City shall be preserved and enhanced while creating new traditions and a strengthened quality of life for all.

Likes:

Unique Sense of Place, Diversity, Neighborhood Identity, Sense of Urban and Natural Beauty, Small Town/Family Focus, Historic Preservation, Neighborhood friendly schools, Celebration of Community, Access to the waterfront.

Dislikes:

Poorly Performing Schools, Crime in some areas, Sprawl Areas, Lack of Community Centers or Park Activities, Adult Businesses, Inferiority Complex with Tampa.

Results of a successful 2020 Vision Include:

- Enhancement of historic themes.
- Strengthened and enhanced neighborhoods.
- Protected and enhanced waterfront.
- High quality schools.
- Renewed commitment to arts and cultural programs.
- New partnerships with mixed and shared uses.
- Reduced bureaucracy.
- Community of choice to live, work, play and learn.

Appearance Mission Statement:

St. Petersburg is a beautiful subtropical city. Our streets and public spaces are our shared public space. Future development will result in quality and function of architecture, landscape, signage, lighting, streets, and street furniture. All members of our community shall take pride in maintaining their property and share in creating a pleasing visual environment.

Likes:

Historic buildings and neighborhoods, large trees, neighborhood markers, small brick streets and hex pavers, adaptive re-use of quality old buildings, city street tree planting program.

Dislikes:

Visual blight, especially associated with many large roads, extensive asphalt parking without trees, unattractive newspaper boxes and bus stops, sign proliferation, destruction of historic buildings, loss of brick streets and hex pavers, poor design of new buildings and development, vacant/unkempt properties, code violations, openly visible public power plants and roadway utilities.

Results of a successful 2020 Vision Include:

- Beautiful buildings and roads.
- Renewed St. Petersburg 'traditions' such as brick streets, hex pavers, decorative lamps, street trees, and unique/local architecture.
- Revised/renewed commitment to appropriate codes and standards of design for architecture, signage, landscape and site planning to ensure quality and beauty.
- Incentives to encourage beautification.
- Reduced road widths to enhance appearance and pedestrian feeling.

Neighborhoods Mission Statement:

St. Petersburg will have beautiful, strong, healthy and safe neighborhoods. The neighborhood unit shall be the basic building block for social equity and shared enjoyment of St. Petersburg's unique quality of life. The distinct character of each neighborhood shall be recognized, and each neighborhood shall have a voice and be protected and enhanced as the city continues to evolve.

Likes:

Historic designs, diversity of choices, affordability, new construction/reinvestment complementing surroundings, large trees, neighborhood markers, small brick streets and hex paver sidewalks, adaptive re-use of quality old buildings.

Dislikes:

Impacts of large commercial development, neglect of poor neighborhoods, lack of quality affordable housing, disconnection from schools and programs, high crime in some areas, dilapidated/vacant structures, lack of proximate grocery/daily needs shopping, neighborhoods sharply divided by large roads.

Results of a successful 2020 Vision Include:

- Stable, safe and successful neighborhoods for everyone.
- Protection from large commercial development.
- Locally based businesses with neighborhood needs.
- Strong relationship to parks, neighborhood schools and community buildings.
- Variety of quality housing choices within neighborhoods.
- Quality neighborhood revitalization/reinvestment.

Education Mission Statement:

St. Petersburg will be a community of life long learning. Schools shall be the centers of neighborhood life, providing parks, recreation, community center, day care, mentoring, and high quality learning opportunities for all. Educational facilities are viewed as social assets to which citizens feel positively connected.

Likes:

Grandeur of older buildings, quality of education in some schools, community participation of USF and other institutions.

Dislikes:

Schools undervalued asset, lack of maintenance/disrepair of many older schools, location of new schools on large roads, disconnection between neighborhoods and student body, poor appearance of new schools, portables, inability to access schools for community use.

Results of a successful 2020 Vision Include:

- A system of beautiful neighborhood and community schools, safely accessible by car, bicycle or foot.
- Joint use recreation opportunities after school. Education and activities.
- Child care and mentoring programs.

Economic Development Mission Statement:

St. Petersburg shall be a community of economic diversity, strength and self-sufficiency, resulting in a growth economy. Mixed use centers shall be vital with service, professional and technology businesses that provide economic stability. All areas of the city make meaningful and stable economic contributions as well as manifesting a beautiful built environment. Economic initiatives shall be prioritized and executed based on creating partnerships and social equity.

Likes:

Recent downtown reinvestment, active downtown after 5 PM, new housing choices such as renovated apartments and new townhomes, city incentives to local businesses, city assistance to local artists, low unemployment, tourism, unique identity from Tampa.

Dislikes:

Lack of progress in some areas, too many low paying jobs, not enough higher paying jobs, abandoned shopping centers, lack of clear city plan for many key areas such as downtown, inferiority complex with Tampa.

Results of a successful 2020 Vision Include:

- Long range comprehensive redevelopment strategy that identifies the economic landscape, future opportunities, and marketing approaches.
- Develop diverse and independent economic base.
- Re-emergence of locally owned/niche business districts.
- Socio/cultural/economic integration.
- Center and Corridor' re-investment – residential and commercial mixed use.
- Successful Southside reinvestment.
- Economically successful arts community.

Arts & Culture Mission Statement:

St. Petersburg is a city where arts and culture are integral to the daily lives of residents and visitors. The arts are experienced in public spaces throughout the City and are integral to planning, design, zoning, infrastructure, transportation and other development. The City is committed to the development of art activities, experiences, and programs that are economically and physically accessible and that appeal to diverse ages and communities. The City is committed to the expansion and support of its library system as a cultural resource.

Likes:

Diverse offering of museum, theater and cultural experiences, recent start-up artist spaces, civic events.

Dislikes:

Lack of regular museum hours, continued financial struggles of many artists and theaters, lack of visible art throughout city, lack of support or inclusion of local artists in many public or private projects, lack of recognition of art/culture as economic engine, lack of incorporation of art into public projects such as Pinellas Trail.

Results of a successful 2020 Vision Include:

- Consistent community involvement/use of cultural facilities and programs.
- A city of visible art and lively culture.
- Financial stability and sustainable funding through city actions, private partners and art institutions.
- City commitment to cultural programs and inclusion of art in capital improvement efforts.
- Sufficient and appropriate facilities.
- Integration of arts with education system.
- Develop a public art master plan.

Transportation Mission Statement:

St. Petersburg will have a livable balance of connected transportation options for all of its citizens. Pedestrian and bicycle facilities shall be designed, encouraged and celebrated as indicators of a healthy city. Public transit shall be sensitive to the context of neighborhoods and integrated into future economic and development plans.

Likes:

City plan/grid system, alleys, pedestrian scale of many areas, compact downtown core, proximity to airports and seaports, trolley buses.

Dislikes:

Lack of quality public transportation, plain 'big box' buses in neighborhoods, large bus exhaust, one way streets, paving over brick streets & removal of hexagonal pavers, unsafe/unsightly corridors such as US 19/34th Street, traffic congestion.

Results of a successful 2020 Vision Include:

- 'Pedestrian first' design.
- Balance of auto, bicycle and pedestrian facilities.
- Enhanced public/multi-modal transportation.
- Reduced one-way streets.
- Traffic calming.
- Examination of I-175 and I-375 spurs for possible redesign or reduction in length.
- Safe access for children to schools and parks.
- Reduced mandatory requirements for accommodating the automobile.
- A great public transit system that everyone can access in all areas of the city and region.
- A great public transit system that enhances the property values and quality of life in the areas in which it runs.
- A beautiful network of streets with canopy trees, bricks and hexagonal paver sidewalks.

Social Equity Mission Statement:

St. Petersburg will achieve fairness and equality for its citizens. All races and cultures will be celebrated, enjoying their diversity, and participating and claiming ownership in the process of building community. All citizens shall have an equal opportunity to enjoy the physical, social and economic benefits of St. Petersburg; and there shall be a relationship of trust and respect between all citizens and their governance structures.

Likes:

Diversity of people and cultures, variety of neighborhood choices, recent planning/investment efforts into Southside.

Dislikes:

Perception that north side is favored over south side neighborhoods, Dome and other impacts to historic Southside neighborhoods, lack of community infrastructure in Southside, lack of minority owned businesses, slow progress in racial integration, number of homeless not receiving assistance, unequal tax assessment.

Results of a successful 2020 Vision Include:

- A city of strong neighborhoods, each with a neighborhood plan.
- Consistent neighborhood assets such as parks and calm streets.
- A civic realm that helps instill pride and individual sense of community.
- Accelerate quality affordable housing programs.
- Improved citizen involvement, police assistance and positive media regarding Southside successes.
- Celebration of cultures and culturally specific events, pride in the diversity of the Southside and other areas of the city.
- Create more diverse and economically accessible downtown housing.
- Support economically integrated housing.
- Successful locally owned businesses and support/assistance for minority owned businesses.
- New elderly and homeless programs.
- Outreach to distressed areas and encouragement to participate and succeed in building community.

Human & Social Services Mission Statement:

St. Petersburg will be a community of physical, mental and spiritual well-being. All members of the community will have community systems they can access to help themselves find stability and improve their situation. No person shall be without hope.

Likes:

YMCA and area hospitals/health organizations, outreach programs, business mentoring programs and other partnerships with schools, homeless shelters.

Dislikes:

High crime and drug use areas, concentrated areas of homeless, lack of day care and after school activities/mentoring, limited assistance programs in many areas, citizens in many areas of city not utilizing available programs.

Results of a successful 2020 Vision Include:

- Increased sense of community.
- Increased availability of services - especially medical and childcare.
- Increased literacy and adult education.
- Increased per capita income.

- Increased outreach to provide assistance to everyone who wants it.
- Local control of education, pride in schools and values of education.
- New partnerships with local businesses and government.
- Decrease in drug use and crime.

Parks & Leisure Mission Statement:

St. Petersburg will be a community of parks dedicated to the purposes of rest, reflection, recreation and social interaction. Parks shall be easily accessible to everyone and they shall be interlinked through a system of tree - canopied sidewalks, bikeways, greenways, waterways when present, and trails that provide connectivity and a sense of place and identity to all areas of the city. The park system shall promote responsiveness to each neighborhood and citizen need, and shall provide beauty and meaning through art, ornament, education, environmental demonstration, and well-maintained garden architecture and recreational facilities.

Likes:

Cultural and special events, museums, parks and Pinellas Trail.

Dislikes:

Poorly amenitized parks, loss of public access to waterfront, new Pier buildings, poor access to trail and parks, limited public art in the community, lack of quality neighborhood parks in some areas of the City.

Results of a successful 2020 Vision Include:

- Beautiful parks and trails system.
- Easy pedestrian access to parks and trails, parks and community centers serving all neighborhoods and children.
- Parks serving diverse user groups.
- Inclusion of canals and re-opened drainage ways in citywide parks and open space system, including Booker Creek.
- Public art programs included in all parks.
- Acquisition programs for future/retrofit parks.
- A citywide parks master plan that provides hierarchy of neighborhood, community and regional parks accessible through an interconnected system of bikeways, trails and greenways.

Natural Environment Mission Statement:

St. Petersburg will be a model of sustainable living. St. Petersburg will protect and enhance the natural systems that provide the resources of land, air, water, and vegetation. St. Petersburg will reflect an awareness of ourselves as part of a larger system upon which we are dependent for our mental, physical, spiritual and economic well-being.

Likes:

Natural scenic beauty, waterfront accessibility, natural waterways, beaches, marina, waterfront park, Lake Maggiore, Crescent Lake, Clam Bayou, environmental features.

Dislikes:

Lack of recycling program, air quality, wasteful watering and stormwater practices, lack of natural wild space or preservation areas, polluted storm drainage canal and ponds, no clear policies or programs on best practices or pollutants, large homes backing up to waterfront, can't fish in polluted lakes.

Results of a successful 2020 Vision Include:

- Clean environment/sustainability themes.
- Citywide natural resource inventory leading to increased restoration efforts and stand alone element in Comprehensive Plan.
- Maximize permeable surfaces and increase stormwater recharge.
- Increased funding/grants/incentives for 'green' design, building and practices.
- Educate the public regarding chemicals, pesticides and other pollutants.
- Build a 'sustainable/green house' demonstration project.
- Build an environmental/biological magnet school built with green technology.
- Xeriscape/irrigation/reclaimed water ordinances.
- Curbside recycling program.
- Cleaner water and air.
- Enhanced drainage ways creating citywide system of linear parks.

Governance Mission Statement:

St. Petersburg will have governance structures that facilitate the successful implementation of shared community values and important public interests through concise, effective and understandable laws and regulations. These governance structures support social, physical and economic fairness and mutual support. They facilitate maximum political access, empowerment to its citizens and seek to include the voices of those who are not easily heard.

Likes:

Accessibility to City Council meetings, neighborhood planning process, recent city commitment to Southside program.

Dislikes:

Lack of political accountability, lack of citizen communication, too many exceptions and variances, difficult to work with city planning/review departments, lack of city planning-especially in downtown, takes too long to resolve problems, inadequate/inappropriate zoning and land development standards, ineffectual codes and neighborhood design review.

Results of a successful 2020 Vision Include:

- Enhanced citizen empowerment participation and input.
- Revise codes to be proactive-anticipating problems and opportunities.
- Political responsiveness/customer friendly.
- Public investment into infrastructure and schools.
- Attention to previously neglected areas.
- Streamlined government review.
- Stronger code enforcement and new standards for design to ensure the development of quality places.

Partnerships Mission Statement:

St. Petersburg will be a community of partnerships seeking opportunities for multiple use and multiple benefits. The city of partnerships takes ownership and active participation in all fundamental community values and systems. These partnerships facilitate maximum community benefit from the significant public and private investments and initiatives.

Likes:

YMCA, upcoming school choice, downtown library, trolley lines, Baywalk, Vinoy Hotel, Hope VI, Main Street, educational and health care institutions.

Dislikes:

Current school/neighborhood disconnect, perceived difficulty in developing projects, general sense of poor communication and customer service regarding public/private/civic interfaces.

Results of a successful 2020 Vision Include:

- Coordinated use of school facilities and adjacent parks.
- Increased participation with PSTA in routing, design and operation of transit lines-including discussions on future mass transit opportunities.
- Increased service from library system.
- Coordinated relationships between citizen and city in discussions with regional partners such as MPO, FDOT, PSTA, school board, and utility providers to ensure that external authorities meet the needs of the Vision.
- Enhanced marketing and business relationships between city/chamber of commerce/financial institutions/development community to build a city that meets the needs of the Vision.

Citizen Based Communication Mission Statement:

St. Petersburg will facilitate citizen involvement and public discussion in building its community. All neighborhoods and business associations will take ownership in their city, and participate in useful and constructive dialogue regarding the broad vision and specific decisions. Everyone will feel connected to local representatives and welcomed and encouraged to participate. Citizens will know that they are being heard.

Likes:

Open processes that are inclusive, ability to be heard, variety of ways to be included or participate, accessibility through local communication networks, local representation.

Dislikes:

History of some people being left out, confusing or inaccessible processes.

Results of a successful 2020 Vision Include:

- All neighborhoods take ownership and responsibility for their community, and actively participate in discussing its future.
- Use of all forms of communication including high tech as well as site-specific cultural facilities such as churches and schools.
- TV and newspaper involvement.
- Citizen friendly government culture.
- More 'off-hour' activities to get community resources involved.

Ensure the Vision Mission Statement:

The Vision 2020 Charrette process was a community-driven grass roots effort by the citizens of St. Petersburg to develop a direction for the future of the City. Through the active participation of the Citizens, St. Petersburg will enhance the community to meet the goals of these Vision Statements. Government and the Citizens will partner in redeveloping the City to attain quality development which protects the unique sense of Place and Spirit which identifies St. Petersburg. This partnership will commit to seeing the implementation of this vision through proactively creating and supporting rules, regulations and decisions which will implement the Goals of the Vision 2020 process over the next 20 years. From the Mayor, to citizen task forces, to community leaders and city staff; everyone shares in the processes necessary to ensure the vision. The City is currently developing a menu of programs and initiatives to continue the public discussion and act on the Themes and ensure the Vision.

Ensuring the Vision:

- Adopt the Vision 2020 Plan.
- Incorporate Vision 2020 into the Comprehensive Land Use Plan.

- Incorporate themes into daily policies of the City.
- Write Land Development Regulations which will deliver the quality of the built environment desired by the Vision 2020 Plan.

2.3 CITY FRAMEWORK: NEIGHBORHOODS - CENTERS - CORRIDORS

Explanation of Framework:

The opportunity for the foreseeable future may be called 'second generation growth' in the form of infill and redevelopment within the established urban pattern. While this new form of growth brings new complexities that were not relevant in first generation 'greenfield' development, it also provides significant opportunity for implementing Citizen Based Values with the knowledge that new community places will surely be made.

The basic physical framework of Neighborhoods, Corridors and Centers provides three fundamental areas where second generation growth may occur. The City is already experiencing this trend as Traditional Neighborhoods undergo reinvestment and revitalization, and various Corridors and Downtown experience significant redevelopment. This pattern is natural to the organic changing nature of cities. There is new opportunity to use Citizen Based Themes as a Value system to protect special places, improve areas to better meet desired themes, and remake areas that are not consistent with the desired Vision. In short, the strategy is:

Neighborhoods: St. Petersburg has diverse neighborhoods, each with its own unique character and identity.

Centers: St. Petersburg has three City Centers (Downtown, Tyrone, Gateway) where people come together for shopping, entertainment, work and play.

Corridors: Many corridors provide for transportation flow to connect the numerous neighborhoods and centers within the City. These unique areas offer residential, commercial, office and industrial uses.

Distinct Character of St. Petersburg's Neighborhoods:

St. Petersburg features two distinct types of residential neighborhoods – Traditional and Suburban. Each type offer quality of life, unique features and wonderful amenities that make them highly desirable.

Traditional Neighborhoods:

Traditional neighborhoods were typically developed prior to World War II. Yards were narrow and sidewalks and front porches were preeminent features to the homes. Several modes of transportation, including pedestrian travel and trolley, supplemented the newly developed personal automobile. The street was the focus of the home, which provided a communal setting in where neighbors spent time socializing and communicating. Like suburban neighborhoods, single-family homes make up most traditional neighborhoods. However, the house size and type were more

varied allowing diverse housing opportunities for persons in different stages of life and at different income levels to enjoy the same neighborhood. Single-family homes with garage apartments and small apartment buildings, in keeping with the scale of the neighborhood, were not uncommon. The alley system provided limited access for parking and utility functions to the rear of the site. For commercial services, consumer products were often delivered to the customer, instead of the customer traveling to the store. Schools, corner stores serving the daily needs of the neighborhoods, parks and other amenities were located within the neighborhoods.

Suburban Neighborhoods:

Suburban neighborhoods were typically developed after World War II. At that time, neighborhoods were adjusting to a great shift in technological advances that occurred at the turn of the century and placed into mass production by the 1950s. Between 1946 and 1973, the American economy was growing at levels unseen in the twentieth century, creating a nation of prosperous consumers who could afford both the automobile and the American dream of home ownership. These changes gave rise to a new kind of neighborhood. No longer constrained by pedestrian or trolley travel, the automobile allowed neighborhoods to expand outward creating more spacious yards. Alleyways were replaced with wider streets and garages became a prominent feature of the front facade. Houses were pushed further back on the lot and porches and sidewalks were no longer incorporated. Neighborhoods became more homogeneous relative to income levels, age groups and family types. The focus of neighborhood life was less on the public realm and more on family life within the home and rear yard. Neighborhoods became strictly residential. Stores, schools and other daily needs were pushed outward to major roadways which connected suburban neighborhoods with other neighborhoods and the downtown. These highly traveled corridors were not well suited for residential uses. Commercial and office uses began locating along these roadways thus creating a new trend in land use, the "strip center." The large amount of new commercial lands created along these corridors often lead to the demise of the traditional downtown, or at a minimum, the downtown falling out of favor with the retail consumer.

Neighborhoods:

The citizens who participated in Vision 2020 represented the majority of neighborhoods throughout the City. The participants felt that St. Petersburg's greatest asset was the diversity and quality of its many neighborhoods and offered the following recommendations to strengthen, protect, enhance and support this asset.

The NEIGHBORHOODS of St. Petersburg follow these typical patterns of development. However, there is one distinct difference that is unique with St. Petersburg and that lies within our 1940-50 era development where a good number of suburban style homes were built on traditional building lots. St. Petersburg neighborhoods are diverse. Many traditional neighborhoods surround the downtown, while the suburban style neighborhoods outline the border. Both styles offer great amenities, quality of life, safety, comfort and even social outlets.

Neighborhood Revitalization Efforts (Neighborhood Partnership Program):

The neighborhoods in St. Petersburg have undergone a renaissance over the past decade. The emphasis on neighborhoods began in the late 1980's as a response to the citizens' concerns that too much focus was on downtown. The initial focus was on the City's older neighborhoods which surrounded the downtown. The neighborhood planning effort was the first approach to revitalizing our aging housing stock and provided a better quality of life. In 1993, the City further emphasized its commitment to neighborhood revitalization through the creation of the Neighborhood Partnership Program. The intent of the program mission was to serve as a liaison between residents and the City government by addressing the needs of the neighborhoods.

Neighborhood Recommendations:

The following are the recommendations of participants in the Vision 2020 Charette as they relate to strengthening, improving and protecting the unique character and quality of St. Petersburg's neighborhoods.

- **Protect and reinforce the unique character of each neighborhood,** develop rules and regulations which allow infill and redevelopment that is compatible with the surrounding neighborhood context.
- **Neighborhoods should be consistently and adequately buffered** from commercial intrusions. The property adjacent to a commercial corridor should have equal value and quality of life as properties located further within the neighborhood.
- **Housing that is stable, safe and varied,** allowing choice for people to live within a neighborhood at different stages in life. Neighborhoods with lower income residents should still be afforded the dignity of safe, quality, attractive housing that they can afford. Housing should be protected from unimproved, dilapidated properties or incompatible, non-residential uses which threaten the viability of the neighborhood.
- **Streets should be livable public open space,** designed for pedestrians first, and with the timeless beauty and function of street trees, sidewalks and on-street parking. They should be easily negotiated by children and cyclists, have slow-moving traffic, and provide a connection to transit service that is within close proximity. They should provide a positive setting for the type of spontaneous activity created by an ice cream truck.
- **Neighborhood Commercial providing basic needs** such as groceries and sundries, hardware, dining or laundry within reasonable proximity of their neighborhoods. Locally owned neighborhood businesses should be celebrated and invigorated. These centers should be designed to fit seamlessly within their surroundings with a special sensitivity to neighborhood dynamics such as culture, style, and foot traffic in lieu of auto parking or the need for live-work/mixed-use structures for the proprietors.
- **Schools and other public buildings should reclaim** their places as centers of civic life. Their assets of classrooms, auditoriums, cafeterias, libraries and park facilities should be resources and gathering places for the community as well as safe, high quality educational environments for children. They should be centers of lifelong community learning, service and activity and their design should reflect the highest ideals of the City.
- **Parks that are accessible within a short walk of all residents,** and joined by an interconnected system of sidewalks, bikeways, trails and greenways. A citywide parks master plan will provide accessibility to a full range of active and passive recreation based on neighborhood need and desire. Like schools, parks should be designed with beauty,

quality and art to reflect the ideals of the community and their timeless role as neighborhood gathering places.

- **Healthy Environment based on the successful application of best practices** such as restored tree canopy and micro-climate, water quality and conservation, bio-absorption, energy conservation and recycling. Although neighborhoods are essentially urban, their support of habitat for plants, animals, fish and birds is clearly an indicator of their health for humans and the legacy left for future generations.

Distinct Character of St. Petersburg's Centers:

The citizens who participated in Vision 2020 believe that St. Petersburg's Centers are areas of great potential. From the "small-scale hometown feel" of downtown to the vibrant high-tech facilities within the Carillon area, St Petersburg's Centers provides places within our community to bring citizens together for social, civic and cultural experiences.

Traditional City Center-Downtown:

The Downtown was the City's original city center. Since the beginning, the downtown was a dynamic 24-hour activity center. The downtown offered all aspects of living. Housing was a large component of the downtown with numerous tourist oriented hotels and apartment buildings.

The downtown consists of a gridded roadway network with wide streets, on-street parking, wide sidewalks and substantial commercial style buildings which created a pleasant pedestrian environment. Alleys allow utilitarian functions to take place separately from the public realm. Street cars assisted with public transportation and connected outward to the City's surrounding neighborhoods. Throughout the downtown there was a generous sprinkling of parks and civic buildings.

Shortly after the financial boom of the late 1960's the downtown began to decline. Retail, restaurants and entertainment uses favored suburban locations. National solutions to redevelopment such as the creation of business centers, major sporting venues and upscale retail and entertainment complexes were utilized. By the 1990's, the downtown was starting to re-awake. Today the downtown offers many amenities, a unique traditional setting with large scale, mixed use commercial buildings, renovated historic buildings, and an active street life.

1960's Suburban City Center-Tyrone:

Westward expansion of the City created an enclave of retail and entertainment near the crossroads of Tyrone Boulevard and 66th Street. The development of the Tyrone Square mall in 1972 ratified this area as the second city center. Development activities at this time favored stand-alone, single-use buildings with ample on-site parking. The vehicle was seen as the primary mode of transportation and limited attention was placed on pedestrian, bicycle or alternative travel modes.

The Tyrone area features many of the land uses of a typical city center (such as shopping, restaurants, office space, schools and post office). Residential uses surround the commercial. However, there are distinct differences between the Tyrone area and the downtown center. Most

notable is the scale of development parcels. Large, single-use tracts of land create disconnections between retail spaces, office uses and the residential. There is even segregation within the residential areas between apartment buildings and single family houses. Pedestrian travel within the district is impractical. Sidewalks are available; however they directly abut high-speed arterials without the benefit of a tree line to separate traffic from the pedestrian. The lack of shade, unattractive appearance and uncomfortable environment create an undesirable pedestrian experience. From the public sidewalk, pedestrian walkways do not connect to the buildings. A pedestrian's only option is to walk through the drive lanes of the parking lots.

The vehicular traffic pattern is based on the collection method. Traffic must flow through one or two key points. This congestion has increased significantly as St. Petersburg and the surrounding communities have expanded. This creates tension within the immediate single family neighborhoods.

1990's Suburban Center-Gateway:

The Carillon-Gateway Center became the third City Center. This area has seen intensive development primarily of office space. Residential, retail and entertainment uses have been introduced into the mix of uses as well. While there is still a strong vehicular orientation to the center and large development parcels, a subtle mixing of needed services and better integration of residential is occurring. Many of the negative appearance attributes of the suburban centers have been overcome because of stronger development regulations and the increased level of sensitivity by developers. Buildings are multi-story and often contain small retail functions, lunch rooms and daycare centers as a convenience to employees. Parking garages have been constructed reducing the amount of land devoted to surface parking.

Enclaves of mixed use residential, smaller retail and entertainment uses are becoming common, within Post Suburban Centers. This practice has been labeled "new urbanism" and has become a popular development trend. It allows for the mixing of housing types, and as seen within Carillon, townhomes, single family homes and apartment building have been incorporated into the development.

Centers:

The City's Downtown is beginning an exciting period of rediscovery and renewal that provides a Vision for 2020. With the functional completion of greenfield residential development on the peninsula, there is new activity in downtown housing. This is a result of several factors including available land, frustration with extensive auto commutes, desire for proximity to employment, and renewed interest in the vitality of urban living.

This practice of decreasing the physical distance between home, work, shopping and schooling is a highly sustainable practice that leads to innumerable benefits to the City. Resulting reinvestment into downtown's historic structures and neighborhoods is being coupled with new infill development in traditional urban formats such as townhomes and mixed use apartment buildings that have not been offered for decades. Refurbishment of the Vinoy Hotel, the recently constructed Baywalk shopping center, and an anticipated grocery bring new activity to downtown as evidence

of the rebirth. As in the decades before, commercial activities are following housing growth and the result is the renewal of the public realm: Downtown.

Consistent with Citizen Themes and Values, Downtown is envisioned as an urban village, led by an active mix of uses based on the denominator of healthy residential in many forms. Streets should be livable and active with pedestrian life, suitable for both retailing and residential. This requires improved streetscapes, calm traffic, on-street parking, proximate transit access and two-way road relationships. The streets should link to enhanced civic parks, celebrated public buildings and a waterfront with increased public access. Downtown areas with extensive vacant land require a specific plan for economic development and physical placemaking. Areas such as the Dome District and University Park must be made too valuable by 2020 to continue practices of extensive surface parking blocks, 'land banking' or other low density development. These types of downtown properties not only have commercial potential such as niche high-tech employment sites, but could in fact be the premier urban villages providing varied housing alternatives for nearby office, hospital, university, cultural, retailing and marina activities.

The renewal and densification of aging suburban centers, as with Development Corridors and the Downtown Center, second generation growth will bring mall owners mounting pressure to find new opportunities and the key is to break from previous practices of low density, single use developments in favor of higher density, mixed use places.

It is a natural evolution that sites such as the Tyrone Mall be transformed into Mixed Use Centers complete with all six land uses, arranged in a more urban form and designed in a higher value way. The single use “shopping center” has proved nationally to be highly susceptible to changes in the market as housing shifts, or a bigger, more attractive center opens up in another part of town. Other centers often suffer under their own success as their antiquated buildings and rigid site plans do not easily allow them to evolve to keep up with their own demand for growth. But perhaps that biggest factor is simply that in “built-out” markets such as St. Petersburg, these low density mall properties are simply too valuable as infill redevelopment venues to continue as sprawling landscapes of surface parking and blank building facades.

One answer is to re-integrate the mall property into a more traditional urban pattern, as articulated in Downtown. This means first and foremost, a pattern of blocks and streets that are flexible to change uses over time and become more dense as in a traditional Downtown. Once an urban pattern is created, then the opportunity of housing such as apartments, townhomes and condominiums to support additional commercial comes into play.

Center Recommendations:

Downtown Recommendations:

- **Protect and enhance the unique character of the downtown** including the waterfront parks system, and wide pedestrian oriented streets.
- **Encourage mixed use projects** which provide appropriate densities, buildings with continuous street edges and share amenities such as parking.
- **Streets should be lively, active, pedestrian oriented, safe and clean.**

- **There should be a variety of transit opportunities** including pedestrians, trolleys, taxies, bikes and vehicles**.**
- **Surface parking lots should be encouraged to be redeveloped** with urban style buildings. Encourage shared parking in well designed structures featuring retail and other pedestrian activities on the first floor.
- **Civic uses should be reinforced,** protected and expanded and should be available to all members of the community.
- **Preserve noteworthy buildings** through renovation and adaptive reuse.
- **Where existing buildings are replaced, quality redevelopment shall** occur which is consistent with the context of St. Petersburg. Architecture which is generic or utilitarian should be discouraged.
- **Evaluate existing redevelopment plans** to reflect desired community form and development potential.

Suburban Centers Recommendations:

- **Urban Village Concepts** - that mix housing, walkable streets, parks and environment, commercial, and public buildings in a connected grid of blocks and streets that can accommodate many uses.
- **Increased Standards and Incentives for Design** - including site planning, architecture, signage, lighting, landscape, and street trees.
- **Required Sidewalk Connection** from the public street edge to businesses.
- **Increased Community Presence** - with added emphasis on multi-cultural uses, arts, culture, housing and recreation.
- **Comprehensive Solutions to Transportation** - ranging from improved pedestrian accommodations to fixed transit opportunities. Design for people, not cars.
- **Increased Flexibility for Quality Economic Development -** through encouragement of new uses, particularly varied residential that can be mixed with shopping and office uses in new urban ways.
- **Diversity and Connectivity** - in approaches to economic development, employment, housing, transportation, culture and place. St. Petersburg can create mixed-use centers as vital community places that grow and change over time to meet the needs of the community. St. Petersburg must think of the centers together in the context of the whole City, and consider how they are connected via development corridors that are already handling more people, information and infrastructure than single purpose automobile roads can properly carry. In the end, the basic formula for a mixed-use center is the successful integration of housing, livable streets, commercial, public buildings, parks and natural systems. St. Petersburg has an excellent blueprint for design and composition in the original layout of its Downtown. St. Petersburg can create mixed-use centers.

Future Center:

As the City evolves into the future, the opportunity exists to develop the next center within the City. Many of the participants in Vision 2020 suggested the opportunity to develop a fourth city center within the Southern portion of St. Petersburg. While large scale commercial developments such as this require population (to support retail and entertainment facilities), now is the time to

look at how this development should occur. How should the center be designed? What should the uses be? How should they be integrated? Where will it be located? What will the future technologies be and how can this center serve the community to its fullest? These are all issues for larger consideration and therefore, the recommendation is being made that the citizens of St. Petersburg begin to evaluate the potential for a fourth Center within the South side of our City.

Distinct Character of St. Petersburg's Corridors:

The Citizens who participated in Vision 2020 believe St. Petersburg's Corridors are the city's worst asset and have the most potential for redevelopment. These corridors are highly automobile oriented, underdeveloped and create intrusions into abutting neighborhoods.

Commercial Corridors:

The Bartholomew plan of the 1940's emphasized automobile travel and reinforced the extensive grid system of primary, secondary and tertiary streets. The high number of these major roadways provides excellent vehicular access on numerous routes throughout the City. However, the land uses surrounding these roadways coupled with low density, single use planning practices created numerous commercial corridors throughout the City such as 4th, 34th and 66th Streets, Central Avenue and Tyrone Boulevard. These commercial corridors are unattractive. They consist of parking lots which abut the street edge, often with nonexistent or minimal landscaping, non-descript buildings and oversized and competing signage systems. They are dominated by the automobile and lack quality pedestrian space.

The abundance of this commercially zoned corridor space allows businesses to relocate instead of reinvesting in their existing location, which leads to blight. When redevelopment does occur, it is often with further encroachment into an abutting neighborhood. As a bright spot, these corridors allow practically every neighborhood to have commercial land within close proximity. Where these major roadways intersect, they have created larger retail nodes, such as Disston Plaza at 49th Street and 38th Avenue North, which offers great opportunities to the surrounding neighborhoods.

Residential Corridors:

In addition to the commercial corridors, a good number of the major roadways are lined with residential structures, of which 9th, 16th, 49th, and Park Streets, 1st, 5th, 9th and 22nd Avenues North and South are examples. These residential corridors are largely defined by single- family residential structures with scattered multi-family. The City's conceptual plan of 1974 envisioned these residential structures being converted to office space. However, there was never the demand for this amount of office space to warrant such conversion. Thus, these properties have remained in single family use. While some of these properties are highly desirable, such as the homes flanking 9th Street in Allendale, the majority of these residential corridors are struggling and are in a distressed condition.

Industrial Corridors:

Many of St. Petersburg's older industrial areas were developed along the two railroad lines which brought goods and services into the City. These industrial lands created a string of industrial property that run throughout the City instead of being concentrated within a defined industrial park. As these industrial uses have expanded it has created a tension between abutting residences and limited the ability for industrial redevelopment. These industrial corridors are highly unattractive, feature aged and in some cases obsolete buildings and lack proper buffering and transition between abutting neighborhoods.

Environmental Corridors:

A number of environmental corridors such as Salt Creek and the Pinellas Trail run through the City. These corridors traditionally have been used for drainage purposes, parks or recreational paths. Prior to WWII these features were used to create parks and amenities like Historic Roser Park. However, after WWII, these features became less of an amenity and more of an engineering effort, often devaluing surrounding properties.

Corridors:

Development Corridors provide community connections for people, commerce, infrastructure and natural systems. Corridors accommodate many different land uses and provide the visual and functional imagery of the community at large. The composition of these linear development places is critical to the function of the city, as they dictate the experience of human movement, the actual value of extensive real estate and the day-to-day perception of the City by its residents.

The current landscape of corridors such as Central Avenue, 34th Street and 4th Street is often dominated by the design of the road itself: an auto-oriented solution to transportation that places minimal importance on the relationship between the nature of the road right of way and the community places that are adjacent. This philosophy stems from the fact that many of these streets are regional in nature and designed to State Department of Transportation standards, which are geared towards the efficient regional movement of automobiles. The resulting rights of way are usually comprised of wide travel lanes with fast moving auto traffic, minimal pedestrian facilities and infrequent street amenities such as trees or transit shelters.

Due to the nature of the road, development that occurs alongside is largely non-residential, and this pattern is supported by existing zoning codes. The resulting commercial uses often respond to the road with large parking lots, deep setbacks, disorganized signage and inconsistent architectural and landscape quality. Neighborhoods are impacted as the scale and location of new development shifts along the corridor, and older commercial developments become under-utilized. The quality and viability of the commercial development itself is highly unstable as there is simply not enough of a residential market to support the amount of commercially zoned real estate. In many cases, the community is left with a highly dysfunctional place that is constrained by its zoning, ineffective at solving regional transportation needs, unlivable for people, visually obtrusive, and functionally threatening to the Neighborhoods.

There is, however, a new opportunity for 2020 that has not previously existed. As the City looks inward for new places to grow, these under-utilized and sometimes vacant properties can and

should accommodate higher densities of quality development, beginning with new forms of urban housing that may not be possible in existing stable neighborhoods. This additional housing creates the new market necessary to support previously unviable commercial uses.

Additional density creates increased emphasis on the vitality of pedestrian activity, returning civic life to the streets. It brings justification to the renewal of St. Petersburg's streetcar tradition as not only a transportation solution, but also a land development tool. And, because of the lack of available 'greenfield' property in the City, the private development will require additional government partnering, flexibility and entitlements. New standards will need to be formulated to develop this land in a more urban way. In exchange, new development should deliver a product of higher quality and function over the existing under utilized suburban standard.

Corridor Recommendations:

Commercial Corridor Recommendations:

- Identify main nodes of activity and intensify uses, density and activity at these areas through mixed use.
- Pull buildings closer to the street edge to provide a framework for the street. Buildings should become the signage and icon for the businesses contained within through quality design, use of materials and better urban design.
- Commercial corridors should become part of the surrounding neighborhoods offering pedestrian connections and providing for the basic daily needs of the surrounding residences.
- Create buffers and transitional zones between commercial corridors and the abutting neighborhoods.
- Beautify corridors through landscaping, road improvements and surrounding architecture.

Residential Corridor Recommendations:

- Expand land uses along residential corridors allowing for quality residential structures such as townhomes, condominiums and apartment buildings which are appropriately scaled to the context of the corridor.
- Increase standards and incentives for design which provides for quality construction and an attractive visual environment.
- Beautify Corridors through landscaping, road improvements and the surrounding architecture.

Industrial Corridor Recommendations:

- Create buffers and transitional zones between industrial corridors and abutting neighborhoods.
- Increased standards and incentives for design including site planning architecture, signage and lighting.
- Strengthen guidelines regarding shielding of storage areas walls and fences to provide for a better visual environment.
- Increased flexibility for quality economic development.

- Allow residential in industrial areas providing for live work spaces for artists.

Environmental Corridor Recommendations:

- Expand the Pinellas Trail.
- Create green pathways to connect all parks in the City.
- Utilize linear drainage culverts for linear parks.
- Return over engineered retention ponds to natural park-like amenities.

ISSUE: St. Pete Vision 2020

Planning and Land Use decisions shall implement the principles (Citizen Based Themes) and recommendations developed in the Vision Element of the Comprehensive Plan.

OBJECTIVE V1:

When considering the probable use of land in a development application, the principles and recommendations noted in the Vision Element should be considered where applicable.

Policy:

V1.1 Development decisions and strategies shall integrate the guiding principles found in the Vision Element with sound planning principles followed in the formal planning process.

FUTURE LAND USE ELEMENT

Sections:

3.1 Introduction
3.2 Goals, Objectives and Policies
ISSUE: Implementation of the Vision 2020 Plan
ISSUE: Conceptual Land Use Pattern
ISSUE: Land Use Plan Categories
ISSUE: Future Land Use Needs
ISSUE: Concurrency of Services
ISSUE: Natural Resources
ISSUE: Coastal Hazard Areas
ISSUE: Land Development Regulations
ISSUE: Nonconforming and Grandfathered Land Uses
ISSUE: Historic Resources
ISSUE: Specific Areas of Concern
ISSUE: Neighborhoods
ISSUE: Existing Redevelopment Areas
ISSUE: School Siting
ISSUE: Annexation Areas
ISSUE: The Gateway
ISSUE: The Downtown Waterfront
ISSUE: Corridors
ISSUE: Coordinating Land Use and Transportation
ISSUE: Intergovernmental Coordination
ISSUE: Innovative Land Development Regulations
ISSUE: Energy Conservation and Greenhouse Gas Reduction Strategies
ISSUE: Transit Oriented Development (TOD)

3.1 INTRODUCTION

This Future Land Use Element is the third major refinement of a land use planning effort that began in 1971 with the formation of the Citizen's Goals Committee. Two previous land use elements, adopted in 1977 and 1983, have served to guide the development of the community. The goals, objectives and policies have steadily evolved as changing conditions have warranted. The Element presented here was originally adopted in 1989 and is reflective of the most recent changes in the community, the mandates of the 1985 state growth management legislation, the findings of the 1996 and 2007 Evaluation and Appraisal Report and the themes of St. Pete Vision 2020.

The Future Land Use Element is the primary guide to the physical development of St. Petersburg. It outlines the amount, type, intensity/density and spatial arrangement of the City's land uses. The Element is designed to preserve and enhance community character and quality of life. Land use compatibility, historic and natural resources protection, and elimination of blight are addressed in the element. Treatment of these issues reflects the concerns, values and ideals of the community related to growth management and shaping the City's character and image.

3.2 GOALS OBJECTIVES AND POLICIES

GOAL-LAND USE (LU):

The land use plan shall direct and manage the type, distribution, density and intensity of development and redevelopment in order to:

1. Protect the public health, safety, and general welfare;

2. Protect and enhance the fabric and character of neighborhoods;

3. Protect and enhance resources and amenities;

4. Assure that services and facilities are provided at the adopted level of service concurrent with existing and future demand;

5. Attain the highest level of economic well-being possible for the city and its citizens.

ISSUE: Implementation of the Vision 2020 Plan

The citizen delegates who participated in the Vision 2020 educational forums created the principles that there are three distinct land patterns within St. Petersburg, Neighborhoods, Centers and Corridors. By recognizing that these areas have distinct character and needs, objectives and policies can be designed which will strengthen and improve these areas of the City. It is essential that Vision 2020 become a part of the Comprehensive Plan to ensure its guiding concepts and principles are integrated into the formalized city planning process. The Vision Element of the Comprehensive Plan summarizes the principles and concepts that were developed by the community.

OBJECTIVE LU1:

The City shall take into account the citizen based themes noted in the Vision Element when considering development decisions.

Policies:

LU1.1 When considering the probable use of land in a development application, the principles and recommendations noted in the Vision Element should be considered where applicable.

LU1.2 The City will continue to recognize the City Administration's policy responses, incorporated into the St. Pete Vision 2020 Plan as The General Policy Implementations but not made a part of the Vision Element to the Comprehensive Plan, with the objective of supporting and improving the neighborhoods, community appearance, the environment, education, economic development, parks and recreation, transportation, personal security, and public safety, to the extent that the resources of the City will allow.

ISSUE: Conceptual Land Use Pattern

The conceptual land use pattern in this Future Land Use Element is based on the 1974 *Conceptual Plan*, the 1977 and 1983 Land Use Plans, the 2006 future land use map amendments which were developed in conjunction with the Land Development Regulation rewrite and the St. Pete 2050 Plan. Those Plans outlined the overall structure and form of urban development in St. Petersburg including the key conceptual component: concentration of intense development in activity centers.

OBJECTIVE LU2:

The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

Policies:

LU2.1 To facilitate compact urban development the City shall adopt the following activity centers as part of this Land Use Plan:

1. Gateway
2. Intown
3. Tyrone
4. SunRunner BRT
5. Skyway Marina District
6. Innovation District

LU2.2 The City shall concentrate growth in the designated Activity Centers and prioritize infrastructure improvements to service demand in those areas.

LU2.3 To attract large scale quality development and assure the proper coordination, programming and timing of City services in the activity centers the City shall continue to develop, evaluate and implement appropriate activity center development incentives.

LU2.4 The City may permit an increase in land use intensity or density outside of activity centers where available infrastructure exists and surrounding uses are compatible.

LU2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.

ISSUE: Land Use Plan Categories

This Future Land Use Element contains a categorical land use system that specifies the different types and intensities of land uses that make up the City. The Future Land Use Map (Map 2) allocates those land uses spatially to physically outline the desired future development pattern for St. Petersburg. The following objectives and policies describe the type, density and intensity of land uses permitted in each category.

OBJECTIVE LU3:

The Future Land Use Map (Map 2) shall specify the desired development pattern for St. Petersburg through a land use category system that provides for the location, type, density and intensity of development and redevelopment. All development will be subject to any other requirements, regulations and procedures outlined in the land development regulations including, but not limited to: minimum lot size, setback requirements, density, floor area ratio, and impervious surface ratio. This objective shall not apply to Affordable Housing projects approved pursuant to F.S. 166.04151(6), which states, in pertinent part, that notwithstanding any other law or local ordinance or regulation to the contrary, the governing body of a municipality may approve the development of housing that is affordable, as defined in s. 420.0004, on any parcel zoned for commercial or industrial use or pursuant to F.S. 166.04151(7)(a), which states, in pertinent part, a municipality must authorize multifamily and mixed-use residential as allowable uses in any area zoned for commercial, industrial, or mixed use if at least 40 percent of the residential units in a proposed multifamily rental development are, for a period of at least 30 years, affordable as defined in s. 420.0004.

Policies:

LU3.1 The Future Land Use Element contains the following categories:

A. Residential Categories

1. Residential Low (RL) - Allowing low density residential uses not to exceed 5.0 dwelling units per net acre; Residential equivalent uses not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to floor area ratio of 0.40. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

2. Residential Urban (RU) - Allowing low density residential uses not to exceed 7.5 dwelling units per net acre; Residential equivalent uses not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to

a floor area ratio of 0.40. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

3. Residential Low Medium (RLM) - Allowing low to moderately intensive residential development not to exceed 10.0 dwelling units per acre; residential equivalent uses not to exceed 3 beds per dwelling unit; and non-residential uses allowed by the land development regulation up to a floor area ratio of 0.50. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

4. Residential Medium (RM) - Allowing medium density residential uses not to exceed 15 dwelling units per net acre; however, when located outside of the Coastal High Hazard Area, and only when abutting a major street as depicted on the Future Major Streets Map (Map 20), Missing Middle Housing at a maximum density of 30 dwelling units per net acre is permitted in accordance with the Land Development Regulations (LDRs). Residential equivalent uses not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to a floor area ratio of 0.5. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

5. Residential High (RH) - Allowing high density residential uses not to exceed the 30 units per net acre; Residential equivalent uses are not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to a floor area ratio of 0.6. Application of this category shall be limited to areas within or adjacent to activity centers or when abutting Multimodal Corridors or Future Transit Corridors established by the Land Use Component of the Countywide Plan Strategies. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the

Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

B. Commercial and Mixed Use Categories

1. Residential/Office General (R/OG) - Allowing mixed use office, office park, research and development, and medium density residential up to a floor area ratio of 0.5 and a net residential density of 15 dwelling units per acre. When located within an activity center the net maximum residential density may increase to 30 units/acre and the maximum floor area ratio to 1.0. Personal/office service uses are not to exceed 5,000 square feet in floor area; and no combination of such uses in any single multi-tenant building or, in the alternative, any group of buildings that are integral to and function as part of a unified project, shall exceed ten (10) percent of the total area of said buildings. Residential equivalent uses are not to exceed 3 beds per dwelling unit. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use map amendment that shall include such use and all contiguous like uses.

2. Commercial General (CG) - Allowing the full range of commercial uses including retail, office, and service uses up to a floor area ratio of 0.55, and residential uses not to exceed 24 dwelling units per acre. Transient Accommodation Uses shall not exceed 40 units per net acre, or in the alternative, 60 units per acre if the project is in compliance with the requirements of Section 4.2.7.6 of the Countywide Plan Rules and the density and intensity standards set forth in Table 3 therein. Residential equivalent uses shall not exceed 3 beds per dwelling unit. Non-residential uses shall not exceed an impervious surface ration of 0.90, except as provided for in Section 4.2.7.6 of the Countywide Plan Rules. Public/Semi-Public or Ancillary Non-Residential uses, alone or when added to existing contiguous like uses which exceeds or will exceed five (5) acres shall require a land use plan amendment which shall include such use and all contiguous like uses. Light Manufacturing/Assembly (Class A) and Research/Development uses shall be allowed in this plan category only after the nature of the proposed use has been determined and the following criteria are considered: neighboring uses and the character of the commercial area in which it is to be located; noise, solid waste, hazardous waste, and air quality emission standards; hours of operation; traffic generation; and parking, loading, storage and service provisions.

3. Central Business District (CBD) - Allowing a mixture of higher intensity retail, office, industrial, service, public school and residential uses up to a floor area ratio of 4.0 and a net residential density not to exceed the maximum allowable in the land development regulations (LDRs). In accordance with the LDRs, increased floor area ratios may be permitted as a bonus or as an exemption for developments that provide additional amenities or other improvements that achieve CBD design and development objectives. When taken together, the base FAR, bonuses and exemptions may exceed 4.0 FAR. Application of this category is limited to the Intown Sector. This category shall not be applied without development of, and CPA approval of, a special area plan.

C. Industrial Category

1. Industrial Limited (IL) - Allowing a mixture of light industrial, industrial park, office park uses with a floor area ratio up to 0.65. Transient Accommodation Uses shall not exceed 40 units per acre. Alternative uses, floor area ratio and density may be allowed when associated with a Target Employment Center (TEC) Overlay. A buffer shall be provided between land designated Industrial Limited and adjoining residential classifications. Retail and Personal/Office Service Support uses alone or when added to existing contiguous like uses which exceed or will exceed three (3) acres shall require a land use plan amendment, which shall include such use and all contiguous like uses. Public/ Semi-Public (except public educational facilities which are not subject to this threshold), Ancillary Non-Residential, Commercial Recreation, Commercial/Business Service or Transient Accommodation uses, alone or when added to existing contiguous like uses which exceed or will exceed five (5) acres shall require a land use plan amendment, which shall include such use and all contiguous like uses. The three (3) and five (5) acre thresholds shall not apply for planned industrial/mixed use projects which comprise not less than 100 acres. Planned industrial mixed/use projects may include Public/Semi-Public, Ancillary Non-Residential, Retail, Personal/Office Service, Transient Accommodation, Residential and Commercial Recreation uses subject to the following:

   a. For projects, 100 acres or more in size, the Public/Semi-Public, Ancillary Non-Residential, Retail, Personal/Office Service, Transient Accommodation and Commercial Recreation uses shall not exceed ten (10) acres;

   b. A planned industrial/mixed use project that does not include residential uses shall be subject to a master site plan which provides for unified control of the entire project;

   c. The Public/Semi-Public, Ancillary Non-Residential, Retail, Personal/Office Service, Transient Accommodation and Commercial Recreation uses shall be integral to, oriented within and function as part of the mixed use project as distinct from free-standing, unrelated out-parcel type uses or strip commercial development.

2. Industrial General (IG) - Allowing a mixture of light or heavy industrial and industrial park uses with a floor area ratio up to 0.75. Alternative uses, floor area ratio and density may be allowed when associated with a Target Employment Center (TEC) Overlay. A buffer shall be provided between land designated Industrial General and adjoining plan classification other than Industrial or Transportation/Utility. Public/Semi-Public or Ancillary Non-Residential Uses, alone or when added to existing contiguous like uses which exceed or will exceed five (5) acres shall require a land use plan amendment which shall include such use and all contiguous like uses. Office, Retail Uses, Commercial Recreation, Commercial/Business Service and Personal/Office Service, shall be allowed as accessory uses within the structure to which it is accessory and shall not exceed 25% of the floor area of the principal use to which it is accessory. An outdoor performing arts venue shall be a Commercial Recreation use with no acreage limitation and shall not be required to be accessory to any other use.

D. Public/Semi-Public Categories: Any uses defined within the following categories may have other land use designations subject to the thresholds defined within the land use plan categories described above.

1. Recreation/Open Space (R/OS) - For designation of recreation facilities, and open space areas protected from development. Designation of these areas shall be consistent with the goals, objectives and policies of the Recreation and Open Space Element. Uses shall be permitted a FAR of 0.15.

2. Institutional (I) - Limited to designation of federal, state and local public buildings and grounds, cemeteries, hospitals, churches and religious institutions and educational uses. Residential uses having a density not to exceed 12.5 dwelling units per acre are also allowed. Residential equivalency uses are not to exceed 3 beds per dwelling unit. Non-residential uses permitted in the land development regulations are not to exceed a floor area ratio of 0.55.

3. Transportation/Utility (TU) - Public transportation and utility facilities including wastewater disposal facilities, recycling facilities, public works garage, electric power substations, and facilities licensed under the Power Plant Siting and Transmission Line Siting Act, and natural gas pump stations. Floor area ratio shall not exceed 0.6. A buffer shall be provided between land designated Transportation/Utility and any adjoining plan classification other than Industrial. Where a utility transmission line otherwise included within this category is located in an easement as distinct from a road right-of-way, the transmission line shall be deemed not inconsistent with the underlying plan category.

4. Preservation (PRES) - Preservation designation shall apply to all environmentally sensitive areas within the City that qualify under the criteria specified in the land development regulations. Said areas shall be protected from harmful encroachment per the requirements of the land development regulations. A floor area ratio of 0.05 and an ISR of 0.1 may be permitted in certain circumstances per the land development regulations. A buffer shall be provided for Preservation areas.

Areas that are designated Preservation on the Future Land Use Map and designated Large Tract Wildlife Areas on the Biological Resources Map of the Conservation Element shall remain in essentially their natural condition with no development being permitted in these areas except as consistent with approved master plans for the Large Tract Wildlife Areas. Any such development shall be for purposes of appropriate habitat preservation and restoration, public and environmental education, access and visitation.

E. Special Designations

1. Historic Properties and Districts - National Register and locally landmarked historic properties and districts shall be identified on the Land Use Map Series.

2. Water/Drainage Feature (W/DF) - Overlaying the future land use designation for areas of open, undeveloped water or drainage features. No development will be permitted on submerged lands except as permitted elsewhere in the land development regulations. Non-submerged lands will be permitted development according to the uses, densities and intensities permitted in the underlying land use plan category and zoning district.

3. Activity Center (AC) Overlay - Overlaying the future land use designations in those areas, not less than 50 acres in size, with concentrated commercial and mixed-use centers suited to a more intensive and integrated pattern of development. The maximum densities and intensities shall not exceed 2.5 times that permitted in the underlying land use plan category and zoning district except for the Downtown Center (DC) zoning districts which shall not exceed the maximum densities and intensities allowed therein. This category shall not be applied without development of, and CPA approval of a special area plan.

4. Activity Center (AC) – Allowing a mixture of uses as outlined below and up to a floor area ration of 4.0 and a net residential density not to exceed the maximum allowable in the land development regulations (LDRs). In accordance with the LDRs, increased floor area ratios may be permitted as a bonus or as an exemption for developments that provide additional amenities or other improvements that achieve design and development objectives. When taken together, the base FAR, bonuses and exemptions may exceed 4.0 FAR. The Activity Center plan category includes subcategories specific to geographic location, as enumerated below.

    a. Innovation District: Allowing a mixture of uses permitted in the land development regulations with a base floor area ration of 3.0. This district is intended for a mix of uses including institutions devoted to the provision of healthcare and medical services, research and development, marine and life sciences, higher education, business incubation, and media communication, as well as allowing support uses that enable achievement of a mixed-use live-work district.

5. Community Redevelopment District (CRD) - It is the purpose of this category to provide for the unique and specific needs of those community and neighborhood areas that are planned for redevelopment and revitalization. Application of this district shall require that a Special Area Plan be adopted by City Council and approved by the Countywide Planning Authority (CPA). A brief description of the purpose and intent of the area plan, that includes the intended mix of land uses and densities or intensities of uses, and any consideration or protection of historical/archeological resources shall be referenced in the Future Land Use Element at the time the CRD designation is applied to the redevelopment area. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs).

   The following are the adopted CRD areas in St. Petersburg and are hereby referenced as follows:

   a. The Bayboro Harbor Redevelopment Area. In accordance with the adopted Bayboro Harbor Redevelopment Plan, the City's *vision* for this area is a compatible mix of industrial, medical, cultural, educational, marine, commercial and residential uses. The Bayboro Harbor Redevelopment area is intended to remain predominately nonresidential and oriented toward marine and research related uses.

      Maximum residential density: 24 units per acre
      Maximum nonresidential intensity: 0.55 F.A.R.

   b. The Port of St. Petersburg. In accordance with the adopted Port of St. Petersburg Master Plan, the City's *vision* for this area is a compatible mix of marine and non-marine-related industrial, commercial, and research and education uses.

      Maximum intensity: 0.55 F.A.R.

   c. The Grand Central District. In accordance with the SunRunner Rising Development Study and the Grand Central Master Plan, the City's *vision* for this area is an urban village development pattern occurring within a pedestrian and transit supportive environment that includes a compatible mix of residential, office and commercial uses. There are significant historical features that are recommended for enhancement and protection, through design guidelines, reconstruction of the traditional streetscape and preservation of historic structures. The highest densities and intensities are intended for the Central Avenue corridor and around the SunRunner Urban stations transitioning to lower densities and intensities adjacent to single family residential neighborhoods. Increasing the amount of residential uses in this area is a key to successful Plan implementation.

      Residential densities: a maximum of 150 units per acre
      Nonresidential intensities: a maximum of 5.0 F.A.R.

6. Resort Facilities Overlay (RFO) - Overlaying the future land use designations for areas suitable for the combination of residential and transient accommodation uses. Transient accommodation and residential uses shall be as defined in the Zoning Ordinance. Transient accommodations shall be allowed within areas designated RFO not to exceed the maximum density in the underlying future land use plan category and zoning district. When located within an RFO area, individual transient accommodation units shall comply with the definition of dwelling unit as found in the Zoning Ordinance. Uses which are nonconforming or grandfathered uses shall not be eligible for the RFO designation.

7. Scenic/Non-Commercial Corridor - Designated Scenic/Non-Commercial Corridors shall be deemed to have countywide significance and will be recognized as a Scenic/Non-Commercial Corridor as governed by the Rules Concerning the Administration of the Countywide Plan and the Countywide Future Land Use Map. The following Scenic/Non-Commercial Corridors, depicted on Map 11, are located within the City:

   a. Pinellas County Bayway (SE 682) from Gulf Boulevard to US 19/I-275.

   b. Park Street from Tyrone Boulevard to Central Avenue.

   c. Howard Frankland Bridge (I-275) approach to Hillsborough County Line.

   d. Sunshine Skyway Bridge (I-275) approach to Hillsborough County Line.

   e. Pinellas Bayway (SR679) from Pinellas County Bayway (SR682) south to the City limits.

   f. Treasure Island Causeway and its approaches from Park Street west to the City limits.

8. Target Employment Center (TEC) Overlay - Overlaying the future land use designations of those areas, not less than 100 acres in size, that are now developed or appropriate to be developed in a concentrated and cohesive pattern to facilitate employment uses of countywide significance. Permitted uses and density/intensity standards shall be as per the underlying future land use categories, with a 100 percent intensity bonus for manufacturing, office and research/development uses.

   a. SunRunner TEC-local at the 22nd Street Station– Located over Industrial Traditional (IT) zoned land located south of 1st Avenue South, east of 24th Street, and north and west of Interstate 275, where alternative permitted uses and density/intensity standards may be established in accordance with the SunRunner Rising Development Study/Special Area Plan through adoption of Land Development Regulations specifying standards related to density, intensity, height, urban form, and public realm. The LDRs will provide provisions to incentivize and

retain small-scale manufacturers and artisan uses and address continued need for industrial and warehouse space. Target Employment uses are required to be developed concurrently with or before all other non-Target Employment Uses. The established boundary is reflected as a zoning overlay.

F. Planned Redevelopment Categories

1. Planned Redevelopment – Residential (R) - Allowing low to moderate density residential uses not to exceed 15 dwelling units per net acre; however, when located outside of the Coastal High Hazard Area, and only when abutting a major street as depicted on the Future Major Streets Map (Map 20), Missing Middle Housing at a maximum density of 30 dwelling units per net acre is permitted in accordance with the Land Development Regulations (LDRs) and special area plan; Residential equivalent uses are not to exceed 3 beds per dwelling unit; non-residential uses allowed by the land development regulations up to a floor area ratio of 0.50. Accessory dwelling units are permitted and may be excluded from the residential density calculation when accessory to a single-family dwelling unit, in accordance with the Land Development Regulations (LDRs). An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use Map amendment that shall include such use and all contiguous like uses.

2. Planned Redevelopment – Mixed Use (MU) - Allowing mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre; however, when located outside of the Coastal High Hazard Area, a floor area ratio of up to 2.5 to 4.0 and a net residential density of 45 to 60 dwelling units per acre may be allowed subject to the maximum allowance of the Multimodal Corridor Subcategory, and only when abutting a major street as depicted on the Future Major Streets Map (Map 20), Missing Middle Housing at a maximum density of 30 dwelling units per net acre is permitted in accordance with the Land Development Regulations (LDRs) and special area plan. Accessory dwelling units are permitted and may be excluded from the residential density calculation, in accordance with the LDRs. Higher densities and intensities are acceptable within activity centers but not exceeding a floor-area-ratio or a net residential density as established in the redevelopment plan or special area plan. Residential equivalent uses are not to exceed 3 beds per dwelling unit and transient accommodation uses shall not exceed 45 units per acre. An ancillary non-residential use which exceeds three (3) acres, a transportation/utility use which exceeds three (3) acres, or an institutional use (except public educational facilities which are not subject to this threshold) which exceeds five (5) acres, whether alone or when added to existing contiguous like use(s), shall require a Future Land Use Map amendment that shall include such use and all contiguous like uses. Research/Development, Commercial Recreation, and Light Manufacturing/Assembly (Class A) uses shall be allowed in this plan category only on

the basis of and pursuant to local government standards which address, as a minimum, the following criteria in relationship to the nature of the proposed use: neighboring uses and the character of the commercial area in which it is to be located; noise, solid waste and air quality emission standards; hours of operation; traffic generation; and parking, loading, storage and service provisions.

3. Planned Redevelopment – Commercial (C) - Allowing the full range of commercial and mixed uses including retail, office, service and high density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 55 dwelling units per acre; however, when located outside of the Coastal High Hazard Area, a floor area ratio up to 2.5 to 4.0 and a net residential density of up to 60 dwelling units per acre may be allowed subject to the maximum allowance of the Multimodal Corridor Subcategory in accordance with the Land Development Regulations (LDRs) and special area plan. Higher densities and intensities are acceptable within activity centers but not exceeding a floor area ratio or a net residential density as established in the redevelopment plan or special area plan. Residential equivalent uses are not to exceed 3 beds per dwelling unit and transient accommodation uses shall not exceed 55 units per acre. Institutional and transportation/utility uses, alone or when added to existing contiguous like uses, which exceeds or will exceed five (5) acres shall require a Future Land Use Map amendment that shall include such use and all contiguous like uses. Research/Development and Light Manufacturing/Assembly (Class A) uses shall be allowed in this plan category only after the nature of the proposed use has been determined and the following criteria are considered: neighboring uses and the character of the commercial area in which it is to be located; noise, solid waste, hazardous waste and air quality emission standards; hours of operation; traffic generation; and parking, loading, storage and service provisions.

G. Table Showing Countywide Plan Map Categories and Corresponding Future Land Use Map Categories

Countywide Plan Map Categories	Corresponding Future Land Use Map Categories
Residential Very Low	None.
Residential Low Medium	Residential Low, Residential Urban, Residential Low Medium
Residential Medium	Residential Medium, Planned Redevelopment-Residential
Residential High	Residential High and Planned Redevelopment-Residential*
Office	Residential/Office General
Resort	Resort Facilities Overlay
Retail & Services	Commercial General
Employment	Industrial Limited
Industrial	Industrial General
Activity Center	Activity Center, Activity Center Overlay (includes the underlying categories of Central Business District, Community Redevelopment District, Planned Redevelopment-Commercial, Planned Redevelopment-Mixed Use, Planned Redevelopment-Residential, Residential High, Residential Medium, Residential/ Office General, Recreation/Open Space, Transportation/Utility, Institutional, Industrial Limited and Industrial General)
Multimodal Corridor	Planned Redevelopment Residential* and Planned Redevelopment-Mixed Use
Public/Semi-Public	Institutional, Transportation/Utility
Recreation/Open Space	Recreation/Open Space
Preservation	Preservation
Target Employment Center	Target Employment Center Overlay (includes the underlying categories of Planned Redevelopment-Commercial, Planned Redevelopment-Mixed Use, Residential/Office General, Transportation/Utility, Institutional, Industrial Limited and Industrial General)
Scenic/Non-Commercial Corridor Overlay	Scenic/Non-Commercial Corridor Overlay

*Allowed for Missing Middle housing only when abutting a major street and located outside the Coastal High Hazard Area.

The following policies shall be applied when implementation of the categories is considered either by plan amendment or general plan update and revision.

General:

LU3.2 Development shall not exceed the densities and intensities established within this Future Land Use Element except where allowed by the land development regulations.

LU3.3 Each land use plan category shall have a set of different zoning districts that may be permitted within that land use category, and zoning that is not consistent with the plan category shall not be approved. The Land Development Regulations establish the zoning districts which are permitted within each land use plan category, and designations which are not consistent with the table shall not be approved.

LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.

LU3.6 Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.

LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.

Residential:

LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long term desirability of an area through appropriate land development regulations.

LU3.9 Residential uses along the interstate and other major transportation corridors should incorporate proper buffering from highway and transit noise and pollution.

LU3.10 Through traffic in residential neighborhoods shall be discouraged except on designated collector and arterial streets through reviews of site plans, road improvement projects, long range transportation improvement plans, including the MPO Long Range Transportation Plan and the City's Transportation Element, and through strategic placement of traffic control signs.

LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.

LU3.12 Less intensive residential uses (less than 7.5 units per acre) shall continue as the predominant density in St. Petersburg.

LU3.13 Areas designated Medium Density Residential that are predominately single family in character shall be considered favorably for a land use plan amendment to Low Density Residential where so doing would help to stabilize and upgrade the condition of the neighborhood.

LU3.14 The conversion of single family structures into multifamily units shall be in accordance with the LDRs, however, any associated variances will be discouraged.

LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.

Commercial:

LU3.16 The City Staff shall recommend approval of applications for Future Land Use Map amendments from commercial and office categories to residential categories in appropriate locations for residential development when the application is consistent with the other goals, objectives and policies of the Comprehensive Plan.

LU3.17 Future expansion of commercial uses is encouraged when infilling into existing commercial areas and activity centers, or where a need can be clearly identified, and where otherwise consistent with the Comprehensive Plan.

LU3.18 All retail and office activities shall be located, designed and regulated so as to benefit from the access afforded by major streets without impairing the efficiency of operation of these streets, and with proper facilities for pedestrian convenience and safety.

LU3.19 Corporate headquarters shall be encouraged to locate in the City, particularly in the CBD and Gateway areas, through the use of incentives that may include; land assembly assistance and provision of infrastructure and amenities.

LU3.20 Large scale office development shall be limited to those areas with suitable regional access and compatible surrounding uses.

Industrial:

LU3.21 The City shall continue to expand the acreage available for industrial development in appropriate locations provided such expansion is supported by current and likely long-term market conditions.

LU3.22 Industrial uses shall be concentrated in suitable locations taking advantage of existing infrastructure and natural site characteristics.

LU3.23 Existing areas contiguous to Industrial on the Future Land Use Map shall be recommended for approval by the City Staff for rezoning to industrial if adequate lot consolidation to prevent piecemeal encroachment into adjacent neighborhoods is available and surrounding uses are predominantly industrial. Industrial plan amendment requests that are inadequate in terms of lot consolidation and will cause piecemeal encroachment into adjacent neighborhoods are disfavored.

LU3.24 The City shall encourage non-polluting industrial and research facility uses, through the use of incentives that may include land assembly assistance and provision of infrastructure and amenities.

LU3.25 Proceeds from the sale of City-owned industrial land should be primarily reinvested in programs or projects to further industrial development (e.g., utility extensions or land acquisition).

LU3.26 Land development regulations shall provide performance standards that ensure compatibility with surrounding uses.

LU3.26.a Plan amendment applications that propose changing underperforming industrially designated areas (Industrial General or Industrial Limited) to a non-industrial designation may be favorably considered if one or more of the following characteristics exist over an extended period of time: 1) vacant or underutilized land; 2) vacant or underutilized buildings; 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; and 4) chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations.

Public/Semi-Public:

LU3.27 Major public/semi-public uses, such as schools, utilities, government and medical facilities, shall be provided to meet the needs of residents.

LU3.28 Public and semi-public uses shall be required to meet all local development codes.

LU3.29 Payment in lieu of taxes by public/semi-public facilities shall be encouraged to assist the City with the costs of providing services.

LU3.30 Federal, state and local governmental offices shall be encouraged to locate in the CBD through incentives that may include site selection and land assembly assistance and provision of infrastructure and amenities.

Recreation/Open Space:

LU3.31 The Future Land Use Element provides for adequate locations for recreation/open space activities within the City in accordance with the goals, objectives and policies of the Recreation/Open Space Element of the St. Petersburg Comprehensive Plan.

Preservation:

LU3.32 Preservation sites shall be preserved to the maximum extent possible in their natural condition in accordance with the goals, objectives and policies of the Conservation Element.

ISSUE: Future Land Use Needs

Providing the estimated future need for land to accommodate the various development types necessary to support the future growth of St. Petersburg is a primary function of this Future Land Use Element.

OBJECTIVE LU4:

The following future land use needs are identified by this Future Land Use Element:

1. Residential – the City shall provide opportunities for additional residential development where appropriate.

2. Commercial – the City shall provide opportunities for additional commercial development where appropriate.

3. Industrial - the City shall provide opportunities for additional industrial and employment related development where appropriate.

4. Mixed-use - developments are encouraged in appropriate locations to foster a land use pattern that results in fewer and shorter automobile trips and vibrant walkable communities.

5. Public/Semi-Public - land for fire stations schools, hospitals, government office buildings and other public or semi-public uses shall be designated Institutional, Transportation/Utility, or other applicable Future Land Use category, as defined in the Future Land Use Element, subject to the acreage thresholds established for that Future Land Use category.

6. Recreation and Open Space - per the Recreation and Open Space Element no additional lands are required to meet the City's future recreation and open space needs.

7. Preservation - additional acreage of environmental Preservation area shall be designated as warranted by field inspections of existing sites and sites within areas to be annexed by the City. Reduction of preservation acreage shall only occur as may be allowed by the Land Development Regulations.

8. Dredge and Spoil Disposal Sites - dredge and spoil disposal sites under the jurisdiction and responsibility of the City shall be permitted and operated consistent with all applicable local, state and federal regulations.

Policies:

LU4.1 Dredge and spoil disposal should be coordinated with environmental enhancement projects when possible.

LU4.2 Provisions for utility access to individual sites shall be provided through implementation of the required setbacks and right-of-way requirements of the City's land development regulations.

LU4.3 Public utilities may be permitted in all Future Land Use Plan categories including planned residential developments and developments of regional impact, subject to the acreage thresholds of the applicable land use plan category, except when lying in rights-of-way in which cases they shall be designated Transportation/Utility. Utilities lying in easements rather than rights-of-way shall have a Transportation/Utility overlay category designation over the existing Future Land Use category. In all cases, the performance standards in the Power Plant Siting Act, Transmission Line Siting Act, St. Petersburg Zoning Ordinance and any other applicable land development regulations must be met.

LU4.4 Developers shall assess their needs regarding other utility services not related to the concurrency management requirements (such as electric and gas) and seek confirmation of future availability and location of those services from appropriate utility suppliers. Confirmation should be provided by the utility to the City during the site plan review process.

ISSUE: Concurrency of Services

The concurrency provision is the keystone of the 1985 Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163 F.S.). Providing services concurrent with the impacts of development is necessary to assure that the quality of life in St. Petersburg is maintained and enhanced.

OBJECTIVE LU5:

The City shall coordinate the provision of the following facilities and services concurrent with the needs of the existing and future land uses consistent with the adopted minimum level of service standards contained in this Comprehensive Plan;

1. Drainage
2. Solid Waste
3. Potable Water
4. Sanitary Sewer
5. Recreation/Open Space

Policies:

LU5.1 Public facilities and utilities shall be located to:
a) maximize the efficiency of services provided;
b) minimize their cost; and
c) minimize their impact on the natural environment.

LU5.2 All development shall be timed and staged in conjunction with the provision of supporting community facilities. The range of supporting community facilities shall include as a minimum:

a) police;
b) fire;
c) library;
d) emergency medical services;
e) public schools; and
f) all the facilities with adopted levels of service listed in Objective LU5.

LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.

ISSUE: Natural Resources

The City's remaining natural resources have been extensively inventoried and analyzed in the Conservation and Coastal Management Elements. Protection and enhancement of those resources will be an ongoing priority of the Land Use Plan.

OBJECTIVE LU6:

The City's natural resources shall be protected and, where fiscally and environmentally practical, enhanced; and future land uses shall be properly integrated with the natural environment including topography and soil conditions, vegetation and other environmental concerns consistent with the goals, objectives and policies of the Coastal Management and Conservation Elements of the St. Petersburg Comprehensive Plan.

Policy:

LU6.1 The City shall allow no further marina development within the North (Vinoy) Yacht Basin other than the currently approved 74-slip marina, 26 buoy mooring field and dinghy dock.

ISSUE: Coastal Hazard Areas

As identified in the Coastal Management Element, the FEMA Velocity Zone is the portion of the City with the greatest potential for hurricane related property damage. These areas could be exposed to direct winds, storm surge and wave action during a storm event. Also highly vulnerable to hurricane hazards is the Coastal High Hazard Area (CHHA). The hurricane evacuation level A-C zones are designated as the Hurricane Vulnerability area and are subject to evacuations during category 1-3 storm events.

OBJECTIVE LU7:

Development activities of all kinds within the coastal hazard areas shall be consistent with the goals, objectives and policies of the Coastal Management Element of the Comprehensive Plan.

Policies:

LU7.1 The City shall consider flood potential, sea level rise and hurricane hazards when processing map amendment requests in the Coastal High Hazard ("CHHA"). The City shall deny any request to amend the Future Land Use Map for property within the CHHA that results in an increase of the maximum allowable density or intensity, except that the City may, at its sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment with items B, C, J, and K weighted as mandatory minimum criteria.

A. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times. Nothing in this policy shall be construed as superseding or otherwise modifying the local plan amendment requirement of Section 163.3178(8), Florida Statutes, as follows:

1. The adopted level of service for out-of-county hurricane evacuation is maintained for a category 5 storm event as measured on the Saffir-Simpson scale: or

2. A 12-hour evacuation time to shelter is maintained for a category 5 storm event as measured on the Saffir-Simpson scale and shelter space reasonably expected to accommodate the residents of the development contemplated by a proposed comprehensive plan amendment is available; or

3. Appropriate mitigation is provided, no later than the time of development approval, that will satisfy subparagraph 1 or subparagraph 2. Appropriate mitigation shall

include, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities. Required mitigation may not exceed the amount required for a developer to accommodate impacts reasonably attributable to development. The City and a developer shall enter into a binding agreement to memorialize the mitigation plan.

B. Utilization of Existing and Planned infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.

C. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development for coastal storms.

D. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.

E. Water Dependent Use – The requested amendment is for uses which are water dependent.

F. Part of Community Redevelopment Plan - The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.

G. Overall Reduction of Density or Intensity – The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.

H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.

I. Integral Part of Comprehensive Planning Process – The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.

J. Location within an Activity Center, Target Employment Center, Special Area Plan or Multi-modal Corridor – The requested amendment is within an existing or proposed Activity Center, Target Employment Center, Special Area Plan or within a Multi-modal Corridor or within one quarter mile of the corridor (excluding locations on neighborhood collectors) as designated on the Countywide Plan Map.

K. Implements the Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP) – The requested amendment incorporates design elements and programs which further the sustainability and resiliency goals and policies of the ISAP, Complete Streets and HIAP.

L. Reduction of Storm Vulnerable Structures – The requested amendment will result in removal of storm vulnerable structures including but not limited to mobile homes, trailers and residences constructed prior to establishment of FEMA elevation requirements.

LU7.2 All approval of new proposed development will consider the hurricane evacuation level/location of the proposed development and provide appropriate mitigation.

LU7.3 The City will prohibit the new construction of hospitals, nursing homes, and convalescent homes in the CHHA and limit the expansion of existing sites to the boundaries of the currently developed lot.

LU7.4 The City will prohibit the siting of new mobile home parks within the CHHA and limit the expansion of existing sites to the boundaries of the currently developed lot.

LU7.5 When establishing Future Land Use Plan designations through a Comprehensive Plan amendment for annexed properties located within the Coastal High Hazard Area there shall be no net increase in residential density as compared to the Future Land Use Plan of Pinellas County designation(s) existing at the time of annexation of a property unless otherwise compliant with Policy LU7.1.

LU7.6 Opportunities to decrease residential development potentials on the remaining vacant tracts in the CHHA through plan amendments to less intensive uses, land purchase or transfer of development rights shall be considered.

LU7.7 The City will review the Tampa Bay Regional Planning Council's (TBRPC) Hurricane Evacuation Study for issues that pertain to requests for residential density increases and the general application of residential future land use densities in coastal high hazard areas.

ISSUE: Land Development Regulations

Land development regulations are the primary method of implementing the goals, objectives and policies of this Comprehensive Plan. The land development regulations were rewritten as part of the implementation process of the Vision 2020 Plan. The land development regulations of St. Petersburg which include; zoning, concurrency, signage, drainage, historic preservation, subdivision, landscaping and environmental preservation ordinances, are constantly being changed and adjusted to meet local, regional and state standards.

OBJECTIVE LU8:

The City will continue to revise and amend the land development regulations, as necessary, to ensure compliance with the requirements of Section 163.3202, Florida Statutes. The City will amend its land development regulations consistent with the requirements of Section 163.3202, Florida Statutes so that future growth and development will continue to be managed through the preparation, adoption, implementation and enforcement of land development regulations that are consistent with the Comprehensive Plan.

Policies:

LU8.1 Pursuant to the requirements of Section 163.3202 F.S. the land development regulations (Chapter 16, City Code of Ordinances) will be amended, as necessary, to ensure consistency with the goals, objectives and policies of the Comprehensive Plan.

LU8.2 Encourage more consistent interpretation and administration of land development regulations among City Council, the commissions designated in the LDRs and the City Staff through orientation meetings and joint workshops that provide a background on the implementation of City policies and regulations.

ISSUE: Nonconforming and Grandfathered Land Uses

The City's existing land uses are a combination of permitted, grandfathered and nonconforming uses. Procedures and regulations affecting grandfathered and nonconforming uses shall be identified in the City's land development regulations.

OBJECTIVE LU9:

The City shall continue to define and regulate nonconforming and grandfathered uses consistent with the requirements of Chapter 163, F.S. for the purpose of reducing or eliminating land uses that are inconsistent with the character of the community including repetitive loss and other properties that do not comply with minimum FEMA flood elevation standards as targeted in Policies CM11.11 and CM11.12.

Policies:

LU9.1 Nonconforming and grandfathered uses shall be defined and regulated in a manner consistent with the requirements of the Zoning Ordinance and Chapter 163, F.S.

LU9.2 Nonconforming uses determined to be severely incompatible may be phased out through an appropriate amortization schedule as defined in the land development regulations.

ISSUE: Historic Resources

The City of St. Petersburg has a substantial inventory of historic and archaeological resources. Identifying the most significant resources and protecting them from alteration or demolition is an ongoing process.

OBJECTIVE LU10:

The historic resources locally designated by the St. Petersburg City Council and the commission designated in the LDRs, shall be incorporated into the Comprehensive Plan map series at the time of original adoption or through the amendment process and protected from development and redevelopment activities consistent with the provisions of the Historic Preservation Element and the Historic Preservation Ordinance.

Policy:

LU10.1 Decisions regarding the designation of historic resources shall be based on the criteria and policies outlined in the Historic Preservation Ordinance and the Historic Preservation Element of the Comprehensive Plan.

ISSUE: Specific Areas of Concern

Specific areas of concern require location and situation specific objectives and policies that address the unique problems and opportunities of each area.

OBJECTIVE LU11:

The City of St. Petersburg shall identify and address the needs of specific areas of the City that are deteriorated, blighted, underutilized, threatened or generally inconsistent with the community's character including but not limited to:

1. Neighborhoods
2. Redevelopment Areas
3. Potential Redevelopment Areas
4. Annexation Areas
5. The Gateway
6. The Waterfront
7. Corridors
8. Brownfields
9. Urban Infill and Redevelopment Areas

Policies:

LU11.1 Studies and programs to identify and address the needs of specific areas shall be conducted on an ongoing basis.

LU11.2 The need for redevelopment should be assessed based on the following factors; 1) building conditions, 2) socio/economic characteristics, 3) land to improvement value ratios, 4) non-conforming uses and 5) potential for private investment.

ISSUE: Neighborhoods

Neighborhood preservation has been an ongoing planning priority since adoption of the 1974 Conceptual Plan. The viability of neighborhoods is threatened by many disruptive factors, including incompatible land uses, traffic, aged and deteriorating housing stock, crime and decay of public infrastructure.

OBJECTIVE LU12:

The City of St. Petersburg shall continually strive to maintain and enhance the vitality of neighborhoods through programs and projects developed and implemented in partnership with CONA, FICO and neighborhood associations.

Policies:

LU12.1 Participation by neighborhood groups in planning activities and decisions shall be encouraged through informational mailouts and direct notification to neighborhood association officers of workshops, meetings and public hearings that address issues that may concern or interest any or all neighborhoods, and through presentations to neighborhood groups.

LU12.2 The City will track neighborhood conditions by:

1. issuing periodic reports that describe the status of the following indicators for neighborhoods citywide: police calls for service, total crime, home ownership, property value, vacant buildings and code violations; and,

2. periodically conducting resident surveys (citywide and neighborhood specific surveys) regarding neighborhood quality of life issues.

LU12.3 Affected neighborhood associations, business associations, the Chamber of Commerce, FICO and CONA should be sent notification regarding applications received by the City for Future Land Use Map amendments, rezonings, site plan reviews, special exception reviews and all other commission cases, as designated in the LDRs, within 7 working days of the applicable application submittal.

LU12.4 The City shall maintain and upgrade the physical quality of St. Petersburg neighborhoods by continuing and, where necessary, expanding the following programs:

1. Neighborhood and Community Services
2. Community Service Coordinator Program and Mayor's Action Line

3. Neighborhood Revitalization Strategies and Operation Commitment
4. Neighborhood Partnership Grants (Matching and Mayor's Mini)
5. N-Team
6. St. Petersburg Code Compliance Assistance
7. Housing Blight Elimination Efforts
8. Traffic Calming
9. Complete Streets and Bicycle Pedestrian Safety Initiatives
10. Community Policing

LU12.5 The City shall consider the Neighborhood Plans accepted by the City Council, and the recommendations contained therein, as guidelines to maintain and enhance the vitality of the neighborhoods.

ISSUE: Existing Community Redevelopment Areas

The City has four existing community redevelopment areas that were adopted under the provisions of Florida's Community Redevelopment Act (Section 163.330 *et seq.*, F.S.): Intown, Intown West, Bayboro Harbor, and South St. Petersburg. Each area has an adopted redevelopment plan that specifies long range redevelopment objectives. Each redevelopment plan addresses the unique needs and potentials of the areas. Implementation of the redevelopment plans has in every case stimulated positive actions toward reaching the redevelopment goals objectives and policies. Continued implementation of these plans is essential to revitalization of blighted and underutilized areas of the City.

OBJECTIVE LU13:

All development proposals in community redevelopment areas shall be consistent with the Comprehensive Plan's adopted goals, objectives, and policies and the goals, objectives and policies of the adopted redevelopment plan.

Policies:

LU13.1 Development proposals in community redevelopment areas shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and the goals, objectives and policies of the applicable adopted redevelopment plan including:

1. Intown Redevelopment Plan;
2. Bayboro Harbor Redevelopment Plan;
3. Intown West Redevelopment Plan; and
4. South St. Petersburg Redevelopment Plan.

LU13.2 The City shall continue to review downtown development trends and related redevelopment plans to ensure that all downtown area redevelopment efforts are coordinated and reflect the best possible vision for the future of the downtown area.

ISSUE: School Siting

Ensuring the provision of school facilities that meet the needs of the school aged population and are compatible with the surrounding community requires coordination and communication between the Pinellas County School Board, the City of St. Petersburg and its residents.

OBJECTIVE LU14:

The City shall support efforts that facilitate coordination of planning between local governments and the School Board for the location and development of public schools.

Policies:

LU14.1 Public schools are defined in the City Code as elementary schools, special education facilities, alternative education facilities, middle schools, high schools, charter schools and area vocational-technical schools of the Pinellas County School District.

LU14.2 Public schools are an allowable use within the following Future Land Use Plan categories:

Residential Low
Residential Urban
Residential Low Medium
Residential Medium
Residential/Office General
Institutional
Planned Redevelopment – Residential
Planned Redevelopment – Mixed Use
Central Business District

LU14.3 The location and construction of new public schools or the expansion of an existing site, within one of the future land use categories listed in Policy 14.2 shall only be allowed upon a determination by the City that the proposed site is consistent with the St. Petersburg Comprehensive Plan.

LU14.4 In addition to consistency with the St. Petersburg Comprehensive Plan, the proposed location of a new or expanded public school within one of the land use categories listed in Policy 14.2 shall be reviewed and considered with the following general criteria:

1. The proposed location is compatible with present and projected uses of adjacent property.

2. The site area of the proposed location is adequate for its intended use based on the State Requirements for Educational Facilities and provides sufficient area to accommodate all needed utilities and support facilities and allow for adequate buffering of surrounding land uses.

3. Based on the St. Petersburg Comprehensive Plan, there will be adequate public services and facilities to support the public school.

4. There are no significant environmental constraints that would preclude development of a public school on the site.

5. There will be no adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by the City of St. Petersburg as a locally significant historic or archaeological resource.

6. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.

7. The proposed location is not in conflict with the County's Stormwater Management Plan or the City's Stormwater Management Master Plan.

8. The proposed location is not in the Coastal High Hazard Area (CHHA), a velocity flood zone or a floodway.

9. The proposed location can accommodate the required parking and anticipated queuing of vehicles on site.

10. The proposed location lies outside the area regulated by section 333.03(3), F.S., regarding the construction of public educational facilities in the vicinity of an airport.

11. All schools built within the Category 3 storm evacuation area or higher will meet public shelter construction requirements.

12. The proposed location provides opportunities to integrate/co-locate schools with other public facilities, including but not limited to bike and pedestrian paths, libraries and parks.

LU14.5 The following criteria shall also be used to evaluate whether proposed locations of specific types of schools are consistent with the St. Petersburg Comprehensive Plan:

Elementary Schools, Special Education Facilities, and Alternative Education Facilities

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the City after determination of acceptable traffic impacts on adjacent roads of lesser classification.

Middle Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the City after determination of acceptable traffic impacts on adjacent roads of lesser classification.

2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

High Schools

1. The proposed location shall have direct access to at least an arterial road, or as otherwise approved by the City after determination of acceptable traffic impacts on adjacent roads of lesser classification.

2. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Vocational-Technical Schools

1. The proposed location shall have direct access to at least an arterial road, or as otherwise approved by the City after determination of acceptable traffic impacts on adjacent roads of lesser classification.

2. Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

LU14.6 Proposed locations that are less than the standard site acreage as prescribed in the Florida Department of Education State Requirements of Educational Facilities may be determined to be consistent with the local jurisdiction's comprehensive plan provided the requirements of Section 1013.36, F.S. as amended, are met and off-site impacts can be adequately mitigated as provided in the Land Development Regulations.

LU14.7 A consistency determination for a proposed new site or expansion of an existing site with the Comprehensive Plan may be conditioned on the specific type of public school reviewed.

LU14.8 At the time of consistency determination, the City may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies 14.4 and 14.5. Conditions may not be imposed which conflict with those established in Chapter 1013, F.S., or the State Uniform Building Code, unless mutually agreed.

LU14.9 Before a significant change of program at a public school is implemented, the School Board and the City shall require a review of the facility's on site and off site impacts. The School Board and the City will work cooperatively to mitigate on site and offsite

impacts, including impacts to public facilities, identified through the consistency and site plan review processes.

LU14.10 The City and the School Board shall annually coordinate in the development of their respective capital improvement programs.

LU14.11 The policies in Objective LU14 above are consistent with, and do not nullify or conflict with, the provisions in Chapter 1013, F.S.

ISSUE: Annexation Areas

The City is pursuing annexation of contiguous areas. East Gateway and Tierra Verde are specific areas for which annexation plans have been prepared. Annexation of these areas would increase the City's tax base and provide a supply of vacant land to accommodate additional growth. The Feather Sound area (on the north side of Ulmerton Road/SR 688) is also a logical area for additional annexation. Of primary concern is providing necessary public facilities and services to the areas and protecting sensitive natural features.

OBJECTIVE LU15:

The City shall coordinate with Pinellas County in pursuing annexation of contiguous unincorporated areas to ensure adequate service provision and appropriate land uses.

Policies:

LU15.1 To assure a quality development, future land use decisions in the East Gateway area shall consider the existing surrounding uses, location characteristics, availability of public facilities, and protection of natural features.

LU15.2 Large scale coordinated development shall be pursued for the remaining vacant tracts in the East Gateway.

LU15.3 The City shall continue to pursue annexation of Tierra Verde.

LU15.4 The City shall assess the feasibility of additional annexations within Feather Sound.

LU15.5 Future land use plan designations in potential annexation areas will be coordinated with the Pinellas Planning Council (PPC) through the procedures specified in Chapter 2012-245, Laws of Florida, and the Countywide Rules.

ISSUE: The Gateway

The Gateway, which includes the Gateway Regional Activity Center, is located at the center of the Tampa Bay regional market and contains the remaining large tracts of vacant land in the City. For these reasons the area is feeling intense development pressure. The City has planned for intense development in the Gateway.

OBJECTIVE LU16:

To assure proper consideration of growth management issues in the "Gateway", the City shall initiate and implement the following activities:

1. Continue to coordinate transportation improvements with the FDOT and the Pinellas County MPO;

2. Continue to coordinate with the Florida Department of Environmental Protection (DEP) during the identification and preservation of all jurisdictional wetlands;

3. Provide a full range of land use opportunities in support of the activity center concept.

Policy:

LU16.1 Development planning for the Gateway shall include consideration of the following issues:

1. promotion of industrial and office park development to diversify the City's economic base and generate employment;

2. preservation of significant historic, environmental and archaeological areas;

3. integration of land uses with existing and future transportation facilities recognizing the special transportation conditions within a regional activity center;

4. creation of an aesthetically pleasing development that provides a positive visual image at the City's "Gateway;"

5. assuring the proper coordination, programming and timing of City services concurrent with the needs of new development;

6. providing housing opportunities in close proximity to the Gateway employment center;

7. allowance of multi-family residential uses to provide housing opportunities within close proximity to employers.

ISSUE: The Downtown Waterfront

The St. Petersburg downtown waterfront is a unique amenity and recreational asset of the City. Major cultural and recreational events are frequently held on the waterfront, making it a focal point of the community. Preserving and enhancing the integrity of the waterfront, integrating downtown development at a scale compatible with the waterfront park system, preserving view corridors and

ensuring that development around the waterfront encourages street level pedestrian activity for the citizens of St. Petersburg are ongoing priorities.

The Downtown Waterfront Master Plan (DWMP) is the community's vision for the future of the City's Downtown Waterfront. The DWMP was adopted to protect, enhance, and redevelop one of the City's greatest assets in line with community desires to create a downtown waterfront that is socially, economically, and environmentally sustainable for generations to come. The purpose of the DWMP is to provide planning recommendations based on strong community input to create a vision for the 21st Century.

The DWMP is a set of guiding principles that provide a framework for conceptually designed projects to be implemented over time. This framework is made up of overarching themes called the Five Dimensions of the Waterfront which characterize and provide a home for all the various input received from the community. The waterfront is divided into six distinct Character Districts that subdivide the project area into zones of specific use and focus along with a set of Comprehensive Waterfront Needs that apply to the entire downtown waterfront study area.

The community's DWMP Vision:

The City of St. Petersburg, through the Downtown Waterfront Master Plan, envisions a continued legacy of preserved and enhanced open space that is inclusive and offers opportunities for all. It is our understanding and belief that the unrivaled, vibrant and diverse array of community assets stretching from the Coffee Pot to the Pier, and the Pier to Lassing Park working together, will afford greater economic and ecological resiliency for future generations. As a community we seek to be a national model for waterfront stewardship, acknowledging that "we are all connected by water" and that solutions to social, environmental and physical places are best solved by a common understanding that "your issue is my issue." As such our master plan is guided by the following overarching community themes, the five dimensions of the waterfront:

Stewardship of the Waterfront Environment
Developing a sustainable relationship between the natural and built environments

Enhancing the Experience of the Water
Expanding St. Petersburg as a waterfront destination for boaters and non-boaters

An Active Waterfront Parks System
Diversifying the activities of the waterfront to meet a growing community's needs

Economically Vibrant Downtown Places
Leveraging the economic potential of in-water and upland areas along the water's edge

A Connected, Accessible Downtown and Waterfront
Creating continuous linkages, service oriented parking and transit, and increased public access to the waterfront

OBJECTIVE LU17A:

Maintain and enhance the City's Waterfront Park system.

Policies:

LU17A.1 Opportunities to establish a continuous waterfront park system from Coffee Pot Bayou to Lassing Park shall be pursued.

LU17A.2 The waterfront park system should provide a variety of passive and active recreational and cultural uses as identified in the Downtown Waterfront Master Plan.

OBJECTIVE LU17B:

The City shall take into account the five themes, the six character districts, and the comprehensive needs outlined in the DWMP developed from extensive community outreach and input when considering development, protection, and enhancement decisions.

Policies:

LU17B.1 When preparing and implementing the Capital Improvement Program, the City shall consider applicable projects outlined in the DWMP.

LU17B.2 Projects, improvements and programs proposed for the downtown waterfront shall be consistent with the Five Dimensions of the DWMP.

OBJECTIVE LU17C:

The City shall continue to implement a downtown waterfront zoning district (DC-3) that enhances the waterfront park system, preserves view corridors and ensures pedestrian oriented, human scale development and redevelopment.

Policies:

LU17C.1 Development within the downtown waterfront area, generally extending westward to 1st Street between the 5th Avenues, should be sensitive to the aesthetic quality of the waterfront by addressing design issues related to building heights terraced away from the water, building orientation, scale and mass; creating open spaces and view corridors; and creating a pedestrian oriented, human scale environment at the street level.

LU17C.2 New development and redevelopment along Beach Drive and the intersecting avenues in the waterfront area should create street level activity through a mix of pedestrian oriented uses including, retail, entertainment, service, cultural, and recreational uses.

LU17C.3 Floor Area Ratio (F.A.R.) for buildings within the downtown waterfront area (DC-3 zoning district) shall not exceed 4.0, in accordance with the land development regulations that have been adopted to implement this policy, including provisions for a base FAR as well as FAR bonuses and exemptions. Exemptions to FAR shall not be counted when calculating a development's FAR.

LU17C.4 Recognizing that all development has an impact on an existing view from one vantage point or another, waterfront development projects shall be designed in a manner that minimizes adverse impacts on all identified view corridors. Land development regulations have been adopted to implement this policy. Important view corridors include, in descending order of importance:

1. direct views of parks and the waterfront;
2. views resulting from east-west roadways terminating at the waterfront;
3. views of the city from the waterfront, with an emphasis to promote a terracing (low buildings to tall buildings) skyline away from the waterfront;
4. views of the central business district resulting from north-south roadways.

LU17C.5 Human scale waterfront development shall be promoted through DC-3 Zoning District regulations that require building facades to terrace away from Beach Drive (building envelope standards). Land Development Regulations have been adopted to implement this provision.

ISSUE: Corridors

There are several residential and office/commercial corridors in the City that require specific management policies to address their unique character.

OBJECTIVE LU18:

Commercial development along the City's major corridors shall be limited to infilling and redevelopment of existing commercially designated frontages.

Policies:

4th Street North:

LU18.1 Requests to amend the Land Use Plan and Land Development Regulations to permit retail/office development in the North Sector on corridors other than 4th Street North should be recommended for denial by Staff, except at appropriate intersections of major streets or in designated mixed use settings.

Central Avenue Corridor:

LU18.2 The efficiency of the existing one-way system should be preserved. Direct access to First Avenues North and South from abutting lots should be kept to a minimum.

Nearby east-west alleys should not be vacated if additional curb cuts into First Avenues North and South might result.

ISSUE: Coordinating Land Use and Transportation

Critical to the proper functioning of an urban area is an efficient multimodal transportation system that is coordinated with the land use pattern. The type, spatial distribution, density and intensity of land uses determines where and what type of facilities are required to serve the City's traffic load. These facilities can be disruptive to the urban fabric, often causing noise, odor and visual intrusions.

OBJECTIVE LU19:

To provide a transportation system that is integrated with the Future Land Use Plan, the City shall implement the goals, objectives and policies of the Transportation Element. In addition, the SunRunner Rising Development Study was accepted by City Council on April 4, 2022, and is adopted by reference as the SunRunner Rising Special Area Plan associated with the Transit Oriented Development (TOD) near and around SunRunner station areas and along the Central Avenue corridor necessary to support the continued success of this valuable community resource. The Study was a joint effort between the City of St. Petersburg, Pinellas Suncoast Transit Authority (PSTA), and Forward Pinellas intended to assist the cities of St. Petersburg, South Pasadena, and St. Pete Beach by providing community-supported land use strategies, equitable economic development plans and programs, and a county-wide framework for TOD in Pinellas County.

Policies:

LU19.1 Any required transportation improvements shall be implemented with minimal land use, social and environmental disruption.

LU19.2 Land use patterns that impair the efficient functioning of transportation facilities shall be avoided through:

1. implementation of land development regulations that provide for site planning practices that limit curb cuts, provide for common access points and ensure safe and convenient on-site traffic circulation without adversely affecting the operational integrity of adjacent roadways;

2. denial of land use plan amendments that increase the frontage of commercial strips;

3. locating higher intensity uses where transportation facilities can provide efficient access.

LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.

ISSUE: Intergovernmental Coordination

Planning and land use decisions of neighboring communities can have negative spillover effects. Consideration of the impacts resulting from land use planning and development activity on all affected communities before implementation would prevent some problems.

OBJECTIVE LU20:

Coordinate growth and development with the Pinellas Planning Council, Pinellas County School Board and neighboring governments in order to promote and to protect inter jurisdictional interests consistent with the goals, objectives and policies of the Intergovernmental Coordination Element of the St. Petersburg Comprehensive Plan and by complying with Chapter 2012-245, Laws of Florida, the special legislative act that led to the 2015 update to the Countywide Map, Rules and Strategies.

Policies:

LU20.1 Coordinate interjurisdictional land use planning review through the Pinellas County Planning Council and the Pinellas County Metropolitan Planning Organization.

LU20.2 The Future Land Use Element of the St. Petersburg Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof.

LU20.3 The City will adopt Land Development Regulations which provide for notice of requests for rezoning, land use plan amendments and special exceptions for any property located within approximately 1/4 mile of a neighboring government to the neighboring government and, for any property located within approximately 1/4 mile of a public educational facility, to the School Board for comments pertaining to the request in relation to their respective plans.

LU20.4 The City will adopt Land Development Regulations which provide for notice of requests for variances and site plans requiring commission approval, as designated in the LDRs, for any property located within approximately 1/4 mile of a neighboring government to the neighboring government for comments pertaining to the proposed action in relation to their respective plans.

LU20.5 Copies of City ordinances proposing to adopt new Land Development Regulations for problematic land uses should be forwarded to neighboring governments and the School Board for comments pertaining to the proposed regulations in relation to their respective plans.

LU20.6 Copies of City ordinances proposing to adopt new Land Development Regulations for incompatible land uses should be forwarded to neighboring governments and the School Board for comments pertaining to the proposed regulation in relation to their respective plans.

LU20.7 The City will adopt Land Development Regulations which provide for notice to neighboring governments of public hearings called for the establishment or expansion of a Community Redevelopment Area, Community Development Block Grant target area, or historic preservation district within approximately one mile of the neighboring government and to the School Board when located within approximately one mile of a public educational facility for comments pertaining to the proposed action in relation to their respective plans.

LU20.8 The City will utilize the countywide planning process as an additional means of notification to neighboring governments of future land use map amendments.

LU20.9 The City will review ordinances amending the future land use plan text and land development regulations, other than land use plan and zoning map amendments, for consistency with the Countywide Plan Rules and, except for emergency ordinances, will forward each proposed ordinance to the Pinellas Planning Council (PPC) prior to first reading of the ordinance.

LU20.10 The City will continue to be an active member of the PPC's Planners Advisory Committee (PAC).

ISSUE: Innovative Land Development Regulations

Land development regulation often requires innovative solutions that can sensitively address complex and interrelated land development issues.

OBJECTIVE LU21:

The City shall, on an ongoing basis, review and consider for adoption, amendments to existing or new innovative land development regulations that can provide additional incentives for the achievement of Comprehensive Plan Objectives.

Policy:

LU21.1 The City shall continue to utilize its innovative development regulations and staff shall continue to examine new innovative techniques by working with the private sector, neighborhood groups, special interest groups and by monitoring regulatory innovations to identify potential solutions to development issues that provide incentives for the achievement of the goals, objectives and policies of the Comprehensive Plan.

ISSUE: Energy Conservation and Greenhouse Gas Reduction Strategies

Since the 1920s, when urban planning began in St. Petersburg, the City has taken large strides toward developing in a way that provides its citizens with transportation choices, and the opportunity to live, work and play without reliance on the automobile. The City's most recent planning effort was the citizen-based Vision 2020 Plan, adopted in October 2002, which recognizes the need to develop in an urban manner to both capitalize on assets, including a vibrant

downtown, strong neighborhoods, and quality transportation system, and offset its geographical limits as a built-out, peninsular community.

The City has long been an environmental leader in Florida, and its long-standing organizational commitment to sustainable practices helps explain why it was the first Florida community designated as a "Green City" by the Florida Green Building Coalition in May 2007.

Strategies that support St. Petersburg's commitment to environmental practices relate to:

- Electrical Energy
- Parks, Preserves and Estuaries
- Sustainable Land Development
- Environmental Purchasing Practices
- Transportation
- Water Conservation and Supply
- Earth Friendly Recycling

These program areas are guided by the principle that all policies, programs and capital investment should be fiscally *and* environmentally sound. Indeed, it is the City's mission to provide efficient and effective public services that protect and enhance sustainability of the environment and the quality of life in St. Petersburg.

Concurrent with improving its governmental operations to be fiscally and environmentally sound, and recognizing that land development patterns have a significant role in reducing energy consumption and greenhouse gases (GHGs), the City amended its Land Development Regulations (LDRs). The changes promote higher density and mixed-use development patterns in order to facilitate transit-supportive development and alternatives to the automobile. The amended LDRs became effective in September 2007.

OBJECTIVE LU22:

The City shall implement fiscally and environmentally sound energy conservation and GHG reduction strategies through the LDRs and the Comprehensive Plan.

Policies:

LU22.1 The City shall continue to pursue strategies which reduce GHG emissions and vehicle miles traveled through the following initiatives:

- Increase permitted densities and intensities in appropriate areas of the City to enhance transit opportunities;

- Focus infrastructure and transit improvements in employment and activity centers; and

- Revitalize commercial corridors to provide for increased mixed-use development.

LU22.2 The City shall encourage "green" construction practices.

LU22.3 The City may provide, and will promote, available incentives to greenhouse gas reduction related companies expanding in or relocating to St. Petersburg.

LU22.4 The City shall support county, regional and state initiatives to utilize renewable energy sources as a part of an economic development effort.

OBJECTIVE LU23:

The City shall support sustainable land development patterns through the LDRs and the Comprehensive Plan.

Policies:

LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

LU23.2 The City's development review policies and procedures shall acknowledge the GHG emission reduction impacts of higher density development and the negative impacts of sprawling, low-density development.

LU23.3 The City's LDRs shall continue to support greater development intensity within the Corridor and Center zoning districts, particularly where located along fixed transit lines and around transit stops and stations.

LU23.4 The City's LDRs shall continue to support land development patterns that make possible a mixture of land use types resulting in employment, schools, services, shopping and other amenities located near residential development and neighborhoods. The City's mixed-use categories include:

- CRT: Corridor Residential Traditional
- CRS: Corridor Residential Suburban
- CCT: Corridor Commercial Traditional
- CCS: Corridor Commercial Suburban
- DC: Downtown Center
- IC: Institutional Center
- RC: Retail Center

OBJECTIVE LU24:

The City shall support site planning and building design techniques that maximize use of renewable, sustainable, active and passive sources of energy design in architecture.

Policy:

LU24.1 The City shall, on an ongoing basis, examine existing zoning and land development regulations and revise or eliminate provisions that act as regulatory barriers to the use of renewable, sustainable, active and passive energy systems.

OBJECTIVE LU25:

The City shall support site planning and building design techniques that minimize heat island effects, which can warm surface temperatures and increase the use of air conditioning, resulting in greater energy use and GHG emissions.

Policies:

LU25.1 The City shall encourage the use of Green and Cool Roofs.

LU25.2 The City shall continue to enforce landscaping and tree preservation standards that increase shade and mitigate heat island effects.

OBJECTIVE LU26:

The City's LDRs shall continue to support the adaptive reuse of existing and historic buildings in order to maximize the use of existing infrastructure, preserve natural areas from being harvested for the production of construction materials, minimize the vehicle miles traveled for transporting new construction materials over long distances, preserve existing natural carbon sinks within the City, and encourage the use of alternative transportation options.

Policy:

LU26.1 The City shall, on an ongoing basis, examine existing adaptive reuse standards and revise or eliminate land-use provisions that act as regulatory barriers to the continued use of existing infrastructure and historic buildings.

CONSERVATION ELEMENT

Sections:

4.1 Introduction
4.2 Goals, Objectives and Policies
ISSUE: Protection of areas within the 100-year floodplain
ISSUE: Impacts of Stormwater on surface water quality
ISSUE: Effects of dredging and filling on surface water quality
ISSUE: Provide 50% green permeable open space in the City
ISSUE: Ambient air quality
ISSUE: Environmental Preservation Areas
ISSUE: Protection of vegetation
ISSUE: Protection of wetlands
ISSUE: Protection of listed species
ISSUE: Protection of living marine resources
ISSUE: Hazardous waste management
ISSUE: Wastewater management
ISSUE: Potable water needs
ISSUE: Green local government standard
ISSUE: Energy Conservation

4.1 INTRODUCTION

The natural systems which govern hydrology, climate, vegetation and wildlife are the fragile foundation which supports all human activity. The 1988 Conservation Element Technical Support Document and the 1996 EAR provide inventory and analysis of the natural features and resources within the City of St. Petersburg. Decades of urban development had irrevocably changed the natural systems, not only within the municipal boundaries, but also in the surrounding air, waters and underground aquifers. Because human development requires natural resources of clean air, clean water, open space, and food sources, it is imperative that attention be paid to the remaining existing resources including protection from adverse development impacts, enhancement of natural communities and safeguarding natural resources for future inhabitants of this area.

4.2 GOALS, OBJECTIVES AND POLICIES

GOAL-CONSERVATION (C):

The City of St. Petersburg shall protect, conserve, responsibly manage and, where appropriate, restore or enhance the quality of air, water, vegetative and land resources and natural systems in St. Petersburg. This will be achieved through the cooperation of city, county, regional, state and federal environmental agencies and with the development community.

ISSUE: Protection of areas within the 100-year floodplain

The Federal Emergency Management Agency identifies areas within the 100-year floodplain. In order to receive federal flood insurance, local governments must regulate construction within the identified 100-year floodplain. The City has adopted an ordinance which implements FEMA regulations within the 100-year floodplain.

OBJECTIVE C1:

The City of St. Petersburg shall attempt to reduce the potential for property damage and safety hazards caused by storm flooding through complying with or exceeding of minimum FEMA regulations.

Policies:

C1.1 The City will actively enforce minimum building standards identified in the Florida Building Code and Land Development Regulations for construction within the 100-year flood plain.

C1.2 The City will cooperate with the Federal Emergency Management Agency to regularly update the 100-year flood plain and to continue FEMA regulations.

ISSUE: Impacts of Stormwater on surface water quality

The quantity and quality of Stormwater entering surface waters such as lakes and bays affects the water quality, and the recreational, biological and aesthetic value of the surface waters. The City recognizes Stormwater as a carrier of water-borne pollutants such as nutrients, oil, grease, debris, heavy metals and sediments. The City also recognizes the need to incorporate water quality control mechanisms in the design and construction of new private and municipal drainage facilities and in the upgrade/rehabilitation of existing drainage facilities.

OBJECTIVE C2:

The City of St. Petersburg shall work toward reducing the existing quantity and improving the quality of Stormwater runoff to surface water bodies, and improving water quality in Tampa Bay through implementation of the SWIM Tampa Bay Management Plan.

Policies:

C2.1 The City of St. Petersburg shall maintain permits under EPA's NPDES system.

C2.2 Development approval will be conditioned upon proof of a SWFWMD surface water management permit or letter of exemption and compliance with the City's Drainage and Surface Water Management Ordinance.

C2.3 Improvements of the municipal drainage system shall be designed with appropriate water quality control techniques, such as those described in the Drainage Subelement of the Comprehensive Plan.

C2.4 Alterations and improvements to the drainage system shall preserve, to the maximum extent possible, natural drainage characteristics (such as creek banks and wetlands), existing vegetation and trees, and natural topography.

C2.5 Continuing maintenance to Stormwater systems will be performed in a timely and adequate manner which minimizes adverse environmental impact. Responsibility for maintenance will be determined prior to the granting of new development approval.

C2.6 The City will cooperate with and assist the SWFWMD SWIM program in the implementation of initiatives and restoration projects identified in the Tampa Bay Management Plan.

C2.7 The City shall continue to participate in the Lake Maggiore water quality study.

C2.8 The City will cooperate with the SWFWMD in the implementation of the Tampa Bay Surface Water Improvement and Management Plan, including its recommendations to monitor and improve the water quality of surrounding coastal waters.

ISSUE: Effects of dredging and filling on surface water quality

As documented in the Coastal Management Element, St. Petersburg's natural shoreline was vastly altered by dredge and fill activities. These areas of "made land" were created prior to current state dredge and fill regulations. Dredging of sediments to fill wetland areas is regulated by the state DEP. Dredge and fill activities can cause sediment suspension in surface waters and destroy wetlands sensitive to elevation.

OBJECTIVE C3:

The City of St. Petersburg shall protect existing water quality of surface water bodies such as bays, lakes, harbors, bayous, and the extent of their beaches and shores from degradation due to upland development by requiring review and approval of dredge and fill permits by the appropriate agencies.

Policies:

C3.1 Best management practices will be required to minimize soil erosion and to protect waterways from filling with debris and sediment during construction or earth moving.

C3.2 The vegetative fringe along all shorelines will be preserved to the fullest extent possible. Vertical seawalls shall be permitted only when consistent with applicable regulations as found in Florida Statutes Chapter 161 and 403 and by Florida Administrative Code as applicable.

C3.3 Restoration of seawalled, ditched or other severely altered shorelines and channels to natural conditions will be instituted wherever possible. Such improvements include natural slopes, indigenous plant communities and seagrasses.

C3.4 Natural tidal flushing patterns of Tampa and Boca Ciega Bays shall be supported by restricting fill operations; any fill operation should control the turbidity generated.

C3.5 Consistent with approved habitat restoration plans and subject to approval of state and regional regulatory agencies, acceptable spoil material, such as that generated by maintenance dredging projects, may be disposed of in subtidal borrow pits.

C3.6 The City will address environmental issues associated with dredge spoil sites and the maintenance of navigational channels with the US Army Corps of Engineers and Pinellas County. The City may utilize the Coastal Resource Interagency Management Committee's dispute resolution process to resolve conflicts.

C3.7 The City will continue to administer its standards for shoreline protection and dock placement with the Pinellas County Water and Navigation Control Authority.

ISSUE: Provide 50% green permeable open space in the City

The City has set a goal of maintaining 50% green, permeable open space in the City. This goal shall be met through maintenance of city parkland and enforcement of setback and landscaping requirements in the Land Development Regulations.

OBJECTIVE C4:

The City of St. Petersburg shall protect green open space areas and the native vegetation and wildlife in St. Petersburg in the manner identified in the Recreation/Open Space Element of the Comprehensive Plan so as to maintain a citywide total of 50% green permeable open space.

Policies:

C4.1 The City shall preserve and increase vegetation (trees, shrubs, herbaceous plants) through enforcement of the existing Land Development Regulations and promote further restoration of native vegetation to produce oxygen and filter air pollutants.

C4.2 The City shall maintain and seek to expand the City's inventory of green permeable open space so as to provide maximum area for shallow aquifer recharge and Stormwater filtration/percolation, oxygen production, visual buffer and wildlife habitat. This shall be accomplished through implementation of land development regulations as described in Section 3 of the Recreation/Open Space Technical Support Document, Objective R4 and Policies R4.1 - R4.2 of the Comprehensive Plan.

C4.3 The City shall encourage the public to plant and maintain trees and plants native to this region through a public education program identifying soil types and native plants suitable to each.

C4.4 The City shall support ongoing education programs about native plant and animal species; endangered, threatened and species of special concern and the diversity of natural communities.

C4.5 Construction of tree wells following the guidelines in the Florida Division of Forestry's "Tree Protection Manual for Builders and Developers," shall be required as directed by the planning department where development will change grading around trees required to be saved.

C4.6 The Land Development Regulations, in order to reduce Stormwater runoff, increase recharge to the aquifer and increase overall green permeable open space, shall make available FAR bonus incentives to increase a site's overall pervious surface.

ISSUE: Ambient air quality

Ambient air quality is the measure of pollutants in the portion of the atmosphere near ground level and external to buildings or other structures. Ambient air quality standards are established by the state for six parameters: carbon monoxide, lead, nitrogen dioxide, ozone, sulfur dioxide and total suspended particulates. Pinellas County monitors ambient air quality in the County, and at four stations in St. Petersburg. Ozone is a pollutant common to urbanized areas; Pinellas and Hillsborough counties are regarded as one air shed for the ozone parameter.

OBJECTIVE C5:

The City of St. Petersburg shall work with the appropriate agencies to preserve and protect air quality within the City and the Tampa Bay area to meet or exceed minimum DEP standards.

Policies:

C5.1 The City shall continue to support adequate air quality monitoring by the appropriate agencies by providing locations on city property for air quality monitoring equipment.

C5.2 The City shall attempt to reduce automobile related pollution by coordinating city, county and regional transportation plans to increase automobile travel efficiency and reduce congestion by implementing the countywide traffic signalization system project, supporting mass transit opportunities, and implementing the Long-Range Highway Plan as identified in the Transportation Element and the MPO Long Range Highway Plan.

C5.3 The City shall cooperate with DEP by requiring permits, where appropriate, for the construction and operation of new and existing air pollutant point sources.

C5.4 The City shall require compliance with Pinellas County requirements for vapor control systems for all new and reconstructed gasoline stations.

ISSUE: Environmental Preservation Areas

The City has designated approximately 3,226 acres as environmental preservation due to their vegetative, water table and 100-year floodplain characteristics. These areas are protected from adverse impact by implementation of the environmental preservation section of the Land Development Regulations. Encroachment into these areas is limited to 10%. The location and type of encroachment is reviewed by the planning department; mitigation for adverse impact may be required.

OBJECTIVE C6:

The City of St. Petersburg shall conserve and protect all existing preservation areas through implementation of Section 16.20.160 of the Land Development Regulations, as revised.

Policies:

C6.1 Preservation sites identified on the Future Land Use Map will be preserved to the maximum extent possible in their natural condition.

C6.2 All development affecting preservation shall be subject to site plan review and approval by the planning department.

C6.3 The drainage characteristics of preservation sites will not be altered without review and approval by the Engineering and planning Departments.

C6.4 The owner of a preservation site may develop up to a maximum floor area ratio of 0.05 and a maximum impervious surface ratio of 0.10 on preservation areas above the mean high water line as specified in Section 16.20.160 of the Land Development Regulations. The location of the intrusion is subject to approval by the City Planning staff with appeal to DRC and City Council and subject to all federal, state and local regulations. Transfer of development rights is also available. Preservation areas may also be used for calculation of open space, floor area ratio and number of units, in accordance with the Land Development Regulations.

C6.5 Owners of preservation lands will be provided with a reasonable economic use of their property through a system of transfer of development rights and on-site development (0.05 FAR).

C6.6 Revenues from the sale of development rights from City owned preservation areas shall be used predominantly for acquisition or enhancement of public recreation areas, open space areas or environmental preservation areas.

C6.7 St. Petersburg shall cooperate with adjacent municipalities and Pinellas County to protect environmentally sensitive areas in more than one jurisdiction.

C6.8 City owned preservation areas shall be enhanced through implementation of the Environmental Enhancement/Urban Forestry program.

C6.9 The City will require removal of nuisance and exotic plant species as a condition of approval of site plans and plats involving preservation areas.

C6.10 Preservation areas shall be designated using the "Relative Significance of Environmental Factors" table as provided and revised in the environmental preservation section of the land development regulations.

C6.11 The Parks Department will prepare a comprehensive wildlife and habitat management plan for the environmental preservation area surrounding Lake Maggiore designated on the Biological Resources Map as a "large tract wildlife area;" activities affecting this property shall be consistent with the goals, objectives and policies outlined in the management plan.

C6.12 Mitigation of adverse environmental impacts in preservation areas shall be required as indicated in the environmental preservation section of the Land Development Regulations.

C6.13 The City shall pursue, in cooperation with DEP, SWFWMD and the City of Gulfport, the preservation and environmental habitat restoration of Clam Bayou.

ISSUE: Protection of vegetation

Outside of environmental preservation areas, vegetation is protected by the Land Development Regulations. The goal is to cultivate and maintain a mature canopy of native trees in the City which provide aesthetic, biologic and economic value to the City. This issue is addressed in Objectives 7 and 8.

OBJECTIVE C7:

The City shall require new development and redevelopment sites to be located and designed to conserve, protect and appropriately use the existing natural vegetative and soil resources of the land in a manner which complies with the City's land development regulations relating to drainage, landscaping, zoning and vegetation.

Policies:

C7.1 Soil suitability will be considered as a component of development analysis in areas of undisturbed soils; no areas appropriate for mineral extraction exist in the City.

C7.2 Replanting of devegetated areas per the approved landscape plan for the site will be required within a reasonable time period, no later than the issuance of a certificate of

occupancy. Use of beneficial plants, particularly those indigenous plants suited to the type of site, will be required.

C7.3 Siltation control devices preventing erosion will be required for all development and redevelopment activity which includes either work adjacent to a surface water body or the placement or removal of fill.

C7.4 Areas proposed for annexation into the City will be evaluated for natural resources and those resources will be protected in accordance with City Ordinances.

C7.5 Vegetation in the City will be protected according to the Land Development Regulations.

C7.6 Removal of snags will be evaluated weighing safety factors and potential wildlife value.

C7.7 Appropriate trees will be replanted in rights of way and other public property through implementation of the Environmental Enhancement Fund.

C7.8 If at any time there is no preemptive state legislation regarding local regulation of mangroves, then the City will propose an ordinance for the judicious management of the City's coastal mangrove communities.

C7.9 Developments requiring special exception or site plan review (SE & SPR cases) shall identify viable naturally functioning native vegetative communities. A portion of the existing native vegetation shall be preserved or retained. The City–has adopted Land Development Regulations which include provisions described in subparagraphs a., b., e., and f., below, and is considering adoption of new regulations described in subparagraphs c. d., and g., below:

a. For residential and residential mixed use developments within the coastal high hazard zone and greater than 2.5 acres and for residential and residential mixed use developments greater than 20 acres outside of the coastal high hazard zone - 25 percent of the native vegetation shall be preserved;

b. All other types of new development subject to SE or SPR review in areas not referenced in Policy C7.9.a shall be required to preserve a portion of the native vegetation on the site. For new development under 5 acres, at least 10 percent of the native vegetation shall be retained. For new development over 5 acres, 15 percent of the native vegetation on site shall be retained;

c. The trees, under-story and the ground cover shall be preserved emphasizing the largest contiguous area possible;

d. Preservation areas, designated pursuant to Objective C6 and Policy C6.1, shall be included in the percentage calculation. This policy shall not be interpreted to allow development of any Preservation area designated pursuant to Objective C6 and Policy C6.1 unless otherwise allowed. This policy shall be considered separate and distinct from policies and regulations that pertain to Preservation areas;

e. Variances may be granted for parcels which cannot reasonably accommodate both the native vegetation requirement and the proposed activity conditioned on mitigation which provides for increased landscape requirements. Where native vegetation requirements are not accommodated, the landscape plan shall recreate a native plant community in all three strata (ground covers, under-story and trees), utilizing larger plant materials so as to more quickly recreate the lost mature vegetation. Mitigation may be offsite if the mitigation enhances/enlarges existing large tract wildlife areas as shown on the Biological Resources Map;

f. This policy shall not be interpreted to allow development of wetlands; and

g. Nuisance exotic plant species shall be removed from the site prior to the issuance of a certificate of occupancy.

C7.10 The City shall assist the Southwest Florida Water Management District and the Florida Department of Environmental Protection in eliminating nuisance exotic plant species.

OBJECTIVE C8:

The City shall implement the Urban Forestry Plan and other existing programs to replant a specified number of new trees in rights of way and other public property, and in an annual amount to equal or exceed the hardwood trees removed per year from rights of way areas, through implementation of the Environmental Enhancement Fund.

Policies:

C8.1 Trees planted shall be native hardwoods, except in special circumstances such as consistency with adjacent trees.

C8.2 A budget within the annual interest income of the Environmental Enhancement Fund shall be allocated each year for tree planting.

C8.3 Appropriate locations and tree species shall be chosen for replanting in right of way areas. Guidelines such as those provided by the Florida Division of Forestry and National Arborist Association will be used to determine appropriate locations. At minimum, locations for tree plantings and tree species planted shall consider impacts of traffic, intersection visibility, soil type, power lines, adjacent trees and the preference of adjacent property owners.

C8.4 The City shall continue to implement programs that utilize xeriscape principles in conjunction with native plants and trees in public rights-of-way and other public lands, whenever practical, thereby conserving water, improving habitat for urban wildlife, conserving Central Florida flora, and improving the City's aesthetic appeal and environmental quality.

ISSUE: Protection of wetlands

Wetland areas provide significant wildlife, aesthetic and Stormwater control values. Wetlands areas designated as environmental preservation areas are protected by implementation of the Land Development Regulations.

OBJECTIVE C9:

The City shall preserve and enhance existing marine and freshwater wetlands so as to maintain the existing mangrove, salt marsh and freshwater marsh preservation areas.

Policies:

C9.1 No further wetlands alteration will be permitted, except to restore indigenous species and in cases of overriding public interest.

C9.2 If a wetland must, due to overriding public interest, be destroyed in such a manner that it may never return to the natural condition or size (e.g., when a bridge is built), a new wetland of similar potential productivity should be created within the immediate area to mitigate the loss. Mitigation shall be at least a 2 to 1 ratio.

C9.3 The City shall inspect and review its coastal mangrove forest communities every five years to determine their current condition and identify major issues or concerns. The findings will be used to help prioritize habitat restoration projects.

C9.4 The City will notify neighboring governments that share wetlands with the City of its plans to protect those wetlands and solicit comments pertaining to its impact on their respective plans.

C9.5 The City will share information concerning native vegetative communities, terrestrial, marine, estuarine and aquatic habitats, wildlife species and habitat occurring in the city with other local governments, agencies, or environmental interest groups as appropriate.

ISSUE: Protection of listed species

Many species of plants and animals which are listed (classified by the Florida Fish & Wildlife Conservation Commission or the U.S. Fish and Wildlife Service as endangered, threatened, species of special concern, or commercially exploited) forage, feed, roost and nest in St. Petersburg. The City recognizes the need for protection of the feeding, roosting, nesting and breeding habitat of these species.

OBJECTIVE C10:

The City shall protect, to the maximum extent possible, all habitat, nesting areas, feeding grounds and food sources of wildlife listed as endangered, threatened or a species of special concern by the U.S. Fish & Wildlife Service or Florida Fish & Wildlife Conservation Commission so as to in 5 years maintain or increase sightings in St. Petersburg of listed species as documented by USF&WS, NMFS, DEP, FWC, Audubon and other reliable sources.

Policies:

C10.1 Development in areas which are documented habitat for listed species shall be required to include a review of the habitat in the site plan review process and, where possible, retain viable size and quality habitat for inhabitants which are listed species or relocate in accordance with state and federal requirements.

C10.2 The City shall continue to support patrolling of identified manatee habitat by the St. Petersburg Police Marine Unit. Assistance from the Florida Marine Patrol will be sought to enforce idle speed zones designed to protect manatees.

C10.3 The presence of a listed species in a city owned preservation area shall be a criterion to prioritize Environmental Enhancement projects.

C10.4 The City shall protect the large tract wildlife habitat areas shown on the Biological Resources Map and expand/enhance these areas where feasible.

ISSUE: Protection of Living Marine Resources

Living Marine Resources include the finfish and shellfish populations in waters in and around St. Petersburg. Living marine resources provide substantial recreational, aesthetic and commercial resources for St. Petersburg. The population and quality of living marine resources are directly related to the availability and quality of suitable habitat.

OBJECTIVE C11:

The City of St. Petersburg shall protect or restore existing marine resources such as fisheries, shellfish harvesting areas and seagrass beds, except in instances of overriding public interest, so as to maintain or increase the water quality and the extent of areas designated as marine resources by DEP, EPA and the U.S. Fish & Wildlife Service.

Policies:

C11.1 Encroachment into seagrass beds by docks or other development shall require mitigation, by replanting or habitat enhancement; performance standards such as survival rates shall also be required.

C11.2 The City of St. Petersburg will continue to support and encourage efforts by TBRPC, DEP, SWFWMD and other agencies in restoring and enhancing marine communities through continued participation on TBRPC's Agency on Bay Management and Habitat Restoration Coordination Committee.

C11.3 The City will continue to assist DEP in the enforcement of fin fishing and shellfish harvesting regulations.

C11.4 The City will continue to encourage and cooperate with the County in the siting and creation of artificial reefs by providing locations for artificial reefs in St. Petersburg waters.

ISSUE: Hazardous waste management

Hazardous wastes are broadly defined as materials which are identified by federal and state agencies as posing a substantial health or safety threat. The City recognizes the importance of regulation of the storage and disposal of hazardous wastes.

OBJECTIVE C12:

The City shall manage and monitor hazardous waste products and sites, in accordance with federal, state and local regulations.

Policies:

C12.1 The City shall enforce the appropriate labeling, storing and disposing of hazardous materials in accordance with the adopted hazardous materials ordinance, now codified as part of Article III of Chapter 13, City Code.

C12.2 The City shall cooperate with Pinellas County and DEP in public education about hazardous wastes.

C12.3 The City shall support the monitoring of hazardous waste sites for potential environmental impacts by the appropriate regulatory agency or the owner/operator of the site.

C12.4 The City shall cooperate with federal, state and regional hazardous waste collection site development programs.

C12.5 Appropriate disposal of hazardous waste products such as oils, paints and solvents shall be encouraged.

C12.6 The City will forward its emergency response plan to handle hazardous waste spills to Pinellas County, the TBRPC, and the FDEP to solicit comments pertaining to its impact on their respective plans.

ISSUE: Wastewater Management

The City's wastewater treatment system collects and treats wastewater generated within the system's service boundaries. The City recognizes the importance of appropriate collection, treatment and disposal of wastewater in a manner which does not degrade natural resources.

OBJECTIVE C13:

The City of St. Petersburg shall treat waste water and dispose of effluents in compliance with local, state, and federal environmental regulations.

Policies:

C13.1 The City currently is at zero discharge of effluent into the surrounding water bodies and will continue to treat and dispose of effluent via spraying and deep well injection.

C13.2 Industrial, package plant and other small scale point source discharges of pollutants into the area's waters will be required to meet state standards. Waste recycling, on-site industrial pretreatment and reduction of loads through conservation shall be required when appropriate.

C13.3 The City will provide adequate operation and maintenance of the wastewater collection system.

ISSUE: Potable water needs

The City operates a pumping, treatment and conveyance system to supply potable water within the system's service boundaries. The City recognizes the importance of the maintenance of this system in compliance with federal and state water quality standards. The City also recognizes the need to conserve potable water needs, and actively promotes water conservation through the reclaimed water and water conservation programs.

OBJECTIVE C14:

The City of St. Petersburg shall protect the quality and conserve the quantity of potable water resources in the manner defined by Section 6 of the Potable Water Technical Support Document of the Comprehensive Plan, Objective PW4 and Policies PW4.1 - PW4.7 so as to assist in meeting the 5-year projected water needs.

Policies:

C14.1 The City of St. Petersburg shall continue and expand efforts to publicize and encourage water conservation.

C14.2 The City of St. Petersburg shall support the emergency water management plans and policies of the regional water management district in the manner described in Section 6 of the Potable Water Subelement, Objective PW4 and Policies PW4.1 - PW4.7 of the Comprehensive Plan.

C14.3 The City of St. Petersburg shall continue to expand the city's reclaimed water irrigation system to reduce demand upon potable water.

C14.4 The City shall continue to maintain and distribute information about recommended xeriscape principles and native plants and other educational materials to increase public awareness of the need to reduce the use of potable water for irrigation and to provide habitat for wildlife in the developed landscape.

ISSUE: Green local government standard

The Florida Green Building Coalition, Inc.'s Green Local Government Standard designates Green Cities in the State of Florida for outstanding environmental stewardship. The Green Local Government Standard is a set of criteria used to evaluate and score a local government's performance in implementing green programs that benefit the environment with respect to energy and air, water, wastewater, health, land use and general environmental awareness. In 2007, the City was designated the State of Florida's first certified Green City by accumulating the applicable points necessary for a "silver" certification, in accordance with certification version 1.0 (v1.0).

OBJECTIVE C15:

The City of St. Petersburg's mission is to provide efficient and effective public services that protect and enhance sustainability of our environment and the quality of life in St. Petersburg.

Policies:

C15.1 The City shall continue to review the provisions set forth in the Green Local Government Standards, which may be amended from time to time due to changes in the law, technological innovations, and comments and requests received by the Standards Committee of the Florida Green Building Coalition, Inc.

C15.2 The City shall continue to monitor its performance in implementing green programs and make any necessary adjustments to preserve compliance with the minimum number of applicable points necessary for a "silver" certification, which may be amended from time to time. Additionally, the City shall continue to implement new green programs so as to achieve, by 2011, the necessary points to attain "gold" certification.

ISSUE: Energy Conservation

St. Petersburg has implemented conservation procedures mainly through technological upgrades to its traffic signals, lighting in its municipal buildings and structures, systemic audits of its buildings and processes and enforcement of its LDRs. The LDRs, in part, provide conservation initiatives through requiring compliance with the Florida Building Code, as amended, and encouraging compliance with the U.S. Green Building Council's (USGBC) LEED (Leadership in Energy and Environmental Design) certification measures.

OBJECTIVE C16:

The City shall continue to implement energy conservation initiatives.

Policies:

C16.1 The City shall continue to replace existing incandescent bulbs in the traffic signal system with LED lights, which produce an annual energy savings of approximately 68 percent with a three-year payback on investment, and have a life span of seven-plus years.

C16.2 The City shall convert all City-owned street lighting systems, as well as the lighting systems in City-owned multi-level parking garage facilities, to induction lighting systems which produce an annual savings of approximately 50 percent, with a payback period of less than five years.

C16.3 The City shall continue to replace existing incandescent bulbs with compact, fluorescent bulbs and existing magnetic ballasts with electronic ballasts.

C16.4 The City shall continue to implement the energy conservation measures provided in the energy audits from Progress Energy.

C16.5 The City shall continue its commitment to alternative energies, which provide environmental sustainability and improvement through the use of solar power, methane gas and power provided by the County's Waste-to-Energy Plant.

C16.6 Pursuant to the Mayor's Executive Order EO-08-01, as amended, the City shall continue to implement the actions, policies and procedures outlined therein to follow LEED standards in all future municipal building construction projects, fleet management efficiencies and lighting systems.

C16.7 Pursuant to Section 12-3 of the City Code, commercial and residential construction permit applications approved after February 2007 are eligible for a partial refund of permit fees if the structure constructed is certified as a green structure. For residential construction, the structure must satisfy all the requirements of the current Green Home Designation Standard of the Florida Green Building Coalition. For commercial construction, the structure must satisfy all the requirements of the most current USGBC LEED standard.

C16.8 The City shall maintain its preservation, recreation and other natural areas and assets in order to protect their valuable role as natural "carbon sinks," i.e., trapping atmospheric carbon emissions.

C16.9 The City shall adopt an Energy Conservation Map.

COASTAL MANAGEMENT ELEMENT

Sections:

5.1 Introduction
5.2 Goals, Objectives and Policies
ISSUE: Vegetation
ISSUE: Wildlife
ISSUE: Manatees
ISSUE: Living Marine Resources
ISSUE: Estuarine Pollution Monitoring
ISSUE: Estuarine Point and Non-Point Pollution Sources
ISSUE: Water Dependent Shoreline Uses
ISSUE: Marine Facilities
ISSUE: Public Access
ISSUE: Coastal High Hazard Areas
ISSUE: Hazard Mitigation
ISSUE: Post Disaster Redevelopment
ISSUE: Hurricane Evacuation Planning
ISSUE: Infrastructure
ISSUE: Historic Resources
ISSUE: Port of St. Petersburg - Port Master Plan
ISSUE: Tampa Bay Estuary Program

5.1 INTRODUCTION

The quality and accessibility of coastal resources have supported the City's growth. Bordered on three sides by water, the coastal zone is St. Petersburg's most valuable and attractive natural feature. The historical settlement in 1888 of a small fishing village on the downtown waterfront and the image of St. Petersburg as a resort community was fostered by waters rich with fisheries and miles of shoreline. Planning to expand the recreational potential of the coast for visitors and residents began as early as 1902 with a Chamber of Commerce resolution declaring that the waterfront between Second Avenue North to the City limits (then at Fifth Avenue North) should be a public park.

The coastal environment has been degraded by urbanization, yet continues to provide important aesthetic, biological and recreational benefits. The economic advantages associated with these benefits have diminished somewhat with the alteration of the natural environment. For example, commercial fishing and tourism depend on water quality for fisheries habitat and swimming activities. Dredge and fill activities and stormwater pollution have been among the impacts of urbanization which have caused the loss of seagrass habitat, the collapse of scallop and oyster industries and beaches temporarily closed to recreational swimming. In addition to environmental quality, vulnerability to higher sea levels and storm impacts requires careful planning to preserve public safety and the natural protective features of the coast.

The purpose of this document, is to protect and prevent loss of human life, public infrastructure and private property from coastal hazards.

5.2 GOALS, OBJECTIVES AND POLICIES

GOAL-COASTAL MANAGEMENT (CM)

The city shall manage the coastal system, including the tributaries, wetlands, embayments, historic resources, shorelands and infrastructure in a manner that will maintain or enhance environmental, recreational, historic and economic qualities and protect human life.

ISSUE: Vegetation

A variety of vegetation exists in coastal areas, including mangrove forests, seagrass beds, tidal flats, salt marshes and related upland habitats. Coastal vegetation provides many aesthetic and biologic functions, including wildlife food sources, nesting sites, roosting sites and storm buffering. A majority of St. Petersburg's coastline is developed; however, several parcels of natural shoreline are preserved as environmental preservation areas or public parkland. Developed shoreline can be enhanced by replanting native shoreline vegetation.

OBJECTIVE CM1:

The City shall require new development and redevelopment along the coastal shoreline to be located and designed to protect or enhance beach shoreline and native vegetation historically represented in St. Petersburg including, mangroves, salt marsh and seagrasses, so that there are no further losses of coastal wetlands related to development, as documented by the Florida Department of Environmental Protection.

Policies:

CM1.1 Undeveloped mangrove islands within the municipal boundary of St. Petersburg shall remain natural areas.

CM1.2 Environmental preservation areas shall provide representative ecosystems native to St. Petersburg.

CM1.3 Mitigation and restoration sites shall be recorded as developed preservation or conservation easements within which no further development will be permitted.

CM1.4 Native plants indigenous to a site will be required to be planted in devegetated areas.

CM1.5 The following mitigation standards shall apply for any work that results in unavoidable adverse impacts to coastal wetlands:

1. In-kind replacement shall be required for mangroves, salt marsh and seagrasses;

2. replacement lands or resources shall be a minimum of a 2 to 1 ratio in the area affected;
3. a minimum of 85% survival of new plantings through at least one growing season shall be required;
4. the proposal shall be consistent with the adopted comprehensive plan and applicable state and regional policies and regulations;
5. wherever possible, replacement or restoration shall be located within the affected drainage basin and connected with existing native habitat;
6. the posting of performance bonds and monitoring may be required to guarantee the long-term success of a project;
7. the plans shall be coordinated with federal, state and regional agencies and shall be subject to the approval of their permit requirements.

CM1.6 Plans for all shoreline sites shall be reviewed for public access, including designated parking areas and walkovers where necessary to retain existing vegetation and grades.

CM1.7 Vehicle traffic, aside from maintenance vehicles, shall not be permitted on public waterfront property, except where access is provided.

CM1.8 Opportunities for non-structural shoreline enhancement projects shall be identified in the repair of seawalls along low energy shorelines.

CM1.9 The planning department shall have available for property owners information on maintenance of native vegetation and shoreline features including:

1. a list of native plant nurseries;
2. guidelines for mangrove trimming and applicable regulations;
3. mapping of soils with a listing of associated plant communities;
4. descriptions of the growth habits and requirements of native plants common to various habitats;
5. technical information on designs for low energy shorelines.

CM1.10 All development sites, including the siting of boating facilities, suspected to contain listed species shall be required to field review and record the occurrence of listed plant and animal species and describe the measures which will be taken to protect these species in accordance with state and federal guidelines.

ISSUE: Wildlife

Coastal areas support a wide variety of wildlife, including terrestrial and marine mammals, wading birds, shore birds, birds of prey, reptiles, amphibians, insects, finfish, shellfish and other upland and marine species. Wildlife in St. Petersburg's coastal areas includes several listed (endangered, threatened, species of special concern, commercially exploited species) species. The population of wildlife species is directly related to availability and quality of appropriate habitat.

OBJECTIVE CM2:

The City shall protect to the maximum extent possible all habitat, nesting and feeding ground of colonies of common estuarine dependent wildlife species and species listed as endangered, threatened or species of special concern so as to maintain or increase sightings in St. Petersburg in five years, as documented by the FDEP, USF&WS, National Marine Fisheries Service, FWC, Audubon and other reliable sources.

Policies:

CM2.1 The City shall cooperate with the Florida Department of Environmental Protection in restoring subtidal and intertidal habitat.

CM2.2 The City shall preserve natural habitats surrounding the Pinellas County aquatic preserve to the maximum extent possible and require upland buffer areas to protect areas purchased under the Pinellas County endangered lands program, including the Gateway Endangered lands.

CM2.3 Documented habitat for listed species and wildlife populations shall be included as a weighted factor for establishing City environmental preservation areas, and shall be protected in accordance with guidelines of the USF&WS and FWC.

CM2.4 The City shall support the purchase and preservation of endangered waterfront lands, particularly those being considered for acquisition under the Pinellas County Endangered Lands program, including the Clam Bayou tract~~s~~.

CM2.5 Habitat management plans for areas which include Bald Eagle and Wood Stork nesting and foraging areas shall include preservation of nesting and roosting trees and water access favorable to foraging.

CM2.6 The planning department shall coordinate with the Engineering and Stormwater Departments and the Southwest Florida Water Management District to design drainage systems conducive to wading bird habitat, where populations are known to exist.

CM2.7 City policies regarding listed species and management of listed species habitat will be coordinated with the U.S. Fish and Wildlife Service, the Florida Fish & Wildlife Conservation Commission and the Florida Department of Environmental Protection.

ISSUE: Manatees

Manatees are large marine mammals which winter in warm, shallow waters and feed on aquatic plants. Protection of manatees includes protection from injury by boats and maintenance of viable habitat and food sources. The chance for boat collisions with manatees is great in shallow water depths and narrow channels. Manatees are often reported in fall and winter months around Weedon Island and Coffee Pot Bayou. Boat access to these areas is provided by private docks, an unimproved clearing from Weedon Island County Preserve, and public ramps at Crisp Park and Coffee Pot Park. Increased boat traffic may cause injuries to manatees and shallow grassbeds. Grassbeds provide habitat and food sources for manatees.

OBJECTIVE CM3:

The City shall protect known manatee populations by reducing the likelihood of injuries to manatees from boats and damage to seagrass habitat, so as to maintain or increase the number of manatee sightings in St. Petersburg waters and maintain or reduce the number of reported injuries.

Policies:

CM3.1 The City Marine Patrol unit shall enforce regulations controlling vessel traffic in shallow habitat areas (i.e., seagrasses fringing Riviera Bay and offshore of North Shore Park and in the Coffee Pot Bayou and Weedon Island manatee locations).

CM3.2 The City shall seek the assistance of the Florida Marine Patrol in enforcing state and City regulations protecting manatees (idle speed zones, manatee protection areas).

CM3.3 The City has established by ordinance, and enforces, speed restrictions for vessels in defined zones. The City will continue to assess the need for and benefits to be derived from such speed restrictions. See Sections 7-80 and 7-81, City Code.

CM3.4 The City shall cooperate with the FDEP in enforcing recommendations of the *Manatee Protection Plan* for siting of boat facilities, including marinas, boat ramps, multi-family docks and single family docks; boating regulation; and manatee research, management and education.

ISSUE: Living Marine Resources

Living Marine Resources include the finfish and shellfish populations in waters in and around St. Petersburg. Living marine resources provide substantial recreational, aesthetic and commercial resources for St. Petersburg. The population and quality of living marine resources are directly related to the availability and quality of suitable habitat.

OBJECTIVE CM4:

The City shall protect and enhance marine resources such as finfish habitat, seagrass beds and shellfish harvesting areas against the impacts of future development so as to maintain or increase the quantity of those resources, as defined by the FDEP, FWC, NMFS and USFWS within the next 5 years.

Policies:

CM4.1 The City will cooperate with the County in the siting, creation and management of artificial reefs.

CM4.2 Areas with high potential for recreational harvesting shall have priority in the funding of water quality improvements.

CM4.3 In conjunction with stormwater improvements, the City will encourage the DEP to reappraise factors influencing the sanitary quality of shellfish areas and support actions necessary for reclassification.

CM4.4 The City marine patrol unit shall assist in the enforcement of state fishery laws.

CM4.5 The City shall support habitat management recommendations for local fisheries that may evolve from the FDEP Marine Institute's stock enhancement research project.

ISSUE: Estuarine Pollution Monitoring

Assessment of surface water quality and cost/benefit analysis of proposed water quality enhancement projects is based upon water quality monitoring data. The City of St. Petersburg Water Quality Lab, Pinellas County Department of Environmental Management, Hillsborough County Environmental Protection Commission, Florida Department of Environmental Protection and private consultants provide water quality data. There is a lack of regular monitoring in Boca Ciega Bay. This data is necessary to identify trends in water quality and the types of improvements needed for restoration of the Bay.

OBJECTIVE CM5:

The City shall coordinate with and supplement the County's surface water monitoring program.

Policies:

CM5.1 The City shall support the Agency on Bay Management Legislative Committee to assure future funding for surface water assessments, as mandated by the SWIM ACT of 1987, sufficient to document trends in the resources and water quality of the Boca Ciega Bay and Pinellas County aquatic preserves.

CM5.2 The Water Quality Assessment Division of the Water Resources Department_shall continue water quality monitoring off Maximo and Northshore beaches and will compile the data to assess trends in the occurrence of beach closings.

CM5.3 The City shall continue to participate in the Lake Maggiore water quality assessment program, funded by the Pinellas-Anclote Basin Board of the SWFWMD.

ISSUE: Estuarine Point and Non-Point Pollution Sources

The first municipal drainage systems were built to drain upland areas and prevent flooding. Water quality, in addition to water quantity, is a concern for drainage systems. It is now known that the pollution content in the first half-inch of stormwater runoff is often greater than that of raw sewage. Modifications to upgrade treatment features in the existing system to improve water quality of stormwater will be difficult and is going to be a long and expensive process.

The lack of vacant land and the cost of urbanized land may make the use of conventional best management practices for stormwater treatment infeasible. Urbanized areas will require innovative stormwater system designs; some such research is in process at this time. Once constructed, sound stormwater management usually involves operation and maintenance of intensive systems with an expected life of 20 or more years before major reinvestments become necessary.

OBJECTIVE CM6:

The City shall work toward reducing the existing quantity and improving the quality of stormwater runoff to surface water bodies, and improving water quality in Tampa Bay through implementation of the SWIM Tampa Bay Management Plan.

Policies:

CM6.1 The City shall continue to dispose of treated wastewater effluent via the reclaimed water system with back-up to deepwell injection.

CM6.2 The wastewater collection, treatment and disposal system shall be properly maintained and operated so as to prevent leakage of sewage waste.

CM6.3 Discharges of industrial waste to surface waters shall not be permitted in St. Petersburg.

CM6.4 Industrial dischargers shall be required to pre-treat their waste on-site prior to disposal into the sewer system.

CM6.5 New marinas and any expansions to existing marinas shall require sewage hook-ups, available for use by the public.

CM6.6 Discharge of on-board waste to surface waters shall not be permitted from vessels operating out of the Port of St. Petersburg.

CM6.7 Criteria for the selection of priority drainage improvements will include recreational and commercial uses of surface waters adjacent to stormwater outfalls.

CM6.8 The City shall pursue permitting of the stormwater management system under the National Pollutant Discharge Elimination System program, according to the schedule of application deadlines adopted by the E.P.A.

CM6.9 Stormwater management facilities shall be maintained to operate as designed for water quality treatment.

CM6.10 The City shall participate in the development and implementation, within watersheds of the City, of the Surface Water Improvement Management (SWIM) basin plans.

CM6.11 Natural drainage characteristics will be retained, restored and enhanced, where possible, for filtration of pollutants, control of runoff rates and aquifer recharge.

CM6.12 Criteria used by the City Engineering and Stormwater Department to review drainage plans will include Best Management Practices for stormwater water quality control as identified by SWFWMD and FDEP.

CM6.13 The City shall maintain 50% green permeable open space citywide.

CM6.14 The City shall control turbidity and dispose of dredged material at approved locations.

CM6.15 Appropriate water quality control techniques, such as those included in the Drainage Element of the Comprehensive Plan, shall be addressed within planned municipal drainage system improvements and planned infrastructure work.

CM6.16 The issuance of municipal development approval shall be conditioned upon the applicant securing a SWFWMD surface water management permit, where applicable.

CM6.17 The City will continue to support the requirement and implementation of the most stringent safety measures for the transportation of petroleum and other environmentally hazardous products within Tampa Bay and will oppose the use of energy generating products such as orimulsion in the Tampa Bay area unless determined to be environmentally safe and posing no threat by its use or transport.

ISSUE: Water Dependent Shoreline Uses

The siting of marine development should use the full potential of a shoreline location to support water access. Existing and future marine related uses, such as marinas, commercial fishing and public access, are well planned for under current zoning. Marinas and docks may be a permitted or special exception use in a variety of commercial and industrial zoning districts. Marine service uses of an industrial intensity may also be permitted uses or permitted by special exception within industrial and various "Center" zoning districts. Non-commercial docks and boathouses are permitted accessory structures within residential districts.

OBJECTIVE CM7:

For development and redevelopment on the coastal shoreline, the City will give higher priority to siting water-dependent uses over other uses. The order of priority is listed below.

1. water-dependent uses;
2. water-related uses;
3. water-enhanced uses;
4. non-water dependent uses.

Policies:

CM7.1 Higher priority shall be given to water-dependent uses among other uses in those districts that allow docks and marinas as a special exception.

CM7.2 Marine development shall not be sited in areas where local zoning prohibits such use and preference shall be given to facilities which service the public.

CM7.3 Development of waterfront locations shall give preference to uses which service and provide access to the public.

CM7.4 Dredging and filling below the mean high water line to create developable land shall only be permitted where the applicant can document an overriding public interest.

CM7.5 The City shall require the retention of public right-of-way adjacent to the waterfront in the platting and replating of land unless comparable waterfront access is provided.

CM7.6 Wherever feasible, native vegetation and shoreline features shall be preserved or enhanced in waterfront development.

ISSUE: Marine Facilities

St. Petersburg supports 182 linear miles of open coastline to Tampa Bay and Boca Ciega Bay, the longest coastline of any municipality in the state. Extensive marine related facilities and increases in the number of watercraft requires that more attention be given to potential boating accidents arising from the siting of certain uses and increased congestion on the waterways. Redevelopment of the City waterfront, including activities at the Pier and addition of new marinas or slips, are likely to concentrate boating traffic in the downtown basins and increase the incidence of boating conflicts. Certain locations where incidents occur such as navigational channels and bridges should be authorized for specific uses and patrolled to avoid user conflicts and safety hazards. (TBRPC, 1985)

OBJECTIVE CM8:

The City shall be involved in boating safety and will support the enforcement of laws intended to protect the boating public and marine resources by maintaining or increasing the Police Department marine unit.

Policies:

CM8.1 The police marine unit will enforce current idle speed zones and marine laws in St. Petersburg.

CM8.2 The City shall seek a funding source to support and expand the police marine unit and to recover monies expended in City enforcement of state marine laws.

CM8.3 New marinas and multi-slip docking facilities shall conform to standards consistent with marina siting policies of the Public Works Department Dock Review Criteria and *The Future of Tampa Bay* management plans for such issues as land use compatibility, adequacy of support services, hurricane contingency planning, environmental considerations, availability for public use, and economic need and feasibility.

CM8.4 The following minimum criteria shall be used to site marina and boat ramps.

1. To minimize disturbance to bottom sediment, minimum depths shall be required in the mooring site and access channels, in accordance with the dock review criteria.

2. Preference shall be given to sites that require minimal or no dredging and filling and are located adjacent to naturally maintained channels.

3. No marina shall be constructed or expanded in an area designated as critical habitat for the West Indian Manatee.

4. Sites shall be compatible with adjacent land uses and shall have adequate uplands areas for parking and other support facilities.

5. Sites shall have reasonable access to a large navigable water body.

ISSUE: Public Access

Public access to the shoreline is widely provided through the waterfront park system. The parks support opportunity for active and passive recreation through swimming beaches, boat ramps, fishing piers and scenic overlooks. Additional parking and restroom facilities are planned for some of the waterfront parks.

OBJECTIVE CM9:

The approximately 9 linear miles and approximately 1471 acres of publicly accessible waterfront sites, as inventoried in the coastal element, shall be maintained or improved.

Policies:

CM9.1 The City shall assure that waterfront public access points are well marked.

CM9.2 The City shall provide and improve opportunity for recreational and passive enjoyment of coastal resources.

CM9.3 Private property rights shall be protected in providing additional public access points to the waterfront.

CM9.4 Public use of City facilities shall take precedence over private activities.

CM9.5 The City shall coordinate with state and federal agencies to assure waterfront access on causeways and bridges.

CM9.6 Signage of waterfront parks shall be consistent with the Parks Department sign system and applicable City regulations.

ISSUE: Coastal High Hazard Areas

The coastal high hazard area ("CHHA") is defined as the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes ("SLOSH") computerized storm surge model as reflected in the most recent Statewide Regional Evacuation Study for the Tampa Bay Region, Storm Tide Atlas Volume 7 prepared by the Tampa Bay Regional Planning Council and approved in August 2010 and includes areas that have experienced severe damage or are scientifically predicted to experience damage from storm surge, waves, and erosion. The CHHA is shown on Map 15. In a worst case scenario (i.e., Category 5 storm) most of the City would be vulnerable to storm surge. Areas with historical damages are primarily located within the CHHA, as defined in Section 1.7 of the General Definitions in Chapter 1, General Introduction. Growth in the CHHA puts public expenditures and lives at risk.

OBJECTIVE CM10A:

No public funds shall be used for infrastructure which subsidize population concentrations in the coastal high hazard area beyond the planned densities identified on the Future Land Use Map other than the improvements identified in the Capital Improvements Element and that which is necessary to support the limited remaining infill development and for overriding health and safety reasons.

OBJECTIVE CM10B:

The City shall direct population concentrations away from known or predicted coastal high hazard areas consistent with the goals, objectives and policies of the Future Land Use Element.

Policies:

CM10.1 The City shall designate the coastal high hazard area as the term is defined in Section 1.7 of the General Definitions in Chapter 1, General Introduction.

CM10.2 The City shall evaluate proposed new transportation corridors in the coastal high hazard area for their effect upon hurricane evacuation capacity.

CM10.3 Expenditures for flood control, natural resource enhancements or the maintenance of existing utilities and services, including fire and recreation, shall be permitted in the coastal high hazard area.

CM10.4 Expanded infrastructure in the coastal high hazard area shall only be permitted as is necessary to protect the public health, welfare and safety, including stormwater and sewer improvements, and to service the demand generated by the planned for development identified on the Future Land Use Map.

CM10.5 The City should not accept operation and maintenance of private roads or facilities in the coastal high hazard area.

CM10.6 The City shall direct population concentrations away from known or predicted coastal high hazard areas by not locating water line extensions in the coastal high hazard area, beyond that which is necessary to service planned zoning densities as identified on the Future Land Use Map.

ISSUE: Hazard Mitigation

In St. Petersburg's development process, natural hazard mitigation focuses on construction that is built to survive the effects of a 100-year storm. With the adoption of the two feet of freeboard requirement (Florida Building Code, Chapter 8 of the City Code), and focus on Community Rating System (CRS) activities, the City now more fully addresses mitigation in flood prone areas. According to 2015 data provided by FEMA, St. Petersburg is ranked #6 in Florida with regard to repetitive losses which is a significant improvement from being ranked #1 in 1996.

OBJECTIVE CM11:

The City will reduce natural hazard impacts through compliance with FEMA regulations, participation in NFIP's Community Rating System (CRS) and by targeting repetitive flood loss and vulnerable properties for mitigation.

Policies:

CM11.1 Variances to required flood elevations shall not be approved unless documented to be in the best interest of the public health, safety and welfare.

CM11.2 The City shall enforce applicable recommendations of Post-Disaster Hazard Mitigation plans, required under Section 406 of the Disaster Relief Act of 1974.

CM11.3 The City shall minimize the disturbance of natural shorelines which provide stabilization and protect landward areas from storm impacts.

CM11.4 Comprehensive plan amendments shall consider the effect on hazard mitigation.

CM11.5 Solid waste and commercial hazardous waste management facilities, including regional storage, treatment or transfer sites shall not be located in the hurricane vulnerability zone.

CM11.6 The City shall support programs for the proper management of small quantity hazardous materials.

CM11.7 Site plan review criteria shall consider flood potential and hurricane hazards, including evacuation levels and sheltering, in a comprehensive manner.

CM11.8 Areas within the coastal area of St. Petersburg in need of redevelopment are identified in the Future Land Use Element by the City of St. Petersburg pursuant to Chapter 163, Florida Statutes, the Community Redevelopment Act of 1969.

CM11.9 The City shall continue to participate in the Federal Emergency Management Agency's National Flood Insurance Program and Community Rating System in order to achieve higher flood insurance premium discounts.

CM11.10 The City shall maintain an inventory of repetitive loss properties and target hazard mitigation programs to these properties.

CM11.11 Through hazard mitigation programs and compliance with FEMA flood elevation requirements, at least five (5) previously noncompliant structures per year will be brought into conformance with FEMA flood elevation standards or flood proofed consistent with FEMA standards.

CM11.12 The City will consider amendments to its comprehensive plan and land development regulations based upon any new or revised recommendations in the Pinellas County Local Mitigation Strategy.

CM11.13 The City will continue to attend meetings of the Pinellas County Local Mitigation Strategy Work Group to ensure that the strategies are implemented and updated as necessary.

CM11.14 In order to reduce flood risk resulting from or associated with high-tide events, storm surge, flash floods, stormwater runoff and the impacts related to sea-level rise, the City shall continue to promote the use of the development and redevelopment principles, strategies and engineering solutions contained in the Florida Building Code and the Land Development Regulations.

CM11.15 Through implementation of the Land Development Regulations, the City will continue to be consistent with, and in some instances more stringent than, the flood-resistant construction requirements in the Florida Building Code and federal flood plain management regulations.

ISSUE: Post Disaster Redevelopment

Among the issues that will need to be reviewed in the update of the City's development regulations are repair and reconstruction policies and eligibility for disaster assistance funds. There are two areas where existing vulnerability is an issue of particular concern: structures below base flood elevations and structures in the CHHA zone.

OBJECTIVE CM12:

The City's Disaster Operations Plan, FEMA regulations and the Land Development Regulations shall serve as the blueprint for redevelopment in the event of natural hazard occurrence.

Policies:

CM12.1 Damage assessment teams shall identify immediate repair and clean-up actions necessary for public health and safety and long-term repair and redevelopment activities.

CM12.2 The damage assessment teams shall be trained in estimating and documenting damage.

CM12.3 Temporary building moratoriums may be declared in the coastal high hazard area when 50% or more homes have been destroyed in order to assess impacts and feasibility of redevelopment.

CM12.4 Damaged infrastructure shall be replaced concurrent with redevelopment.

CM12.5 The City shall identify properties recommended for acquisition after a storm.

CM12.6 The City shall evaluate Pinellas County and other local government post disaster guidelines and propose appropriate guidelines for post-disaster redevelopment in St. Petersburg. The proposed guidelines will also address the relocation, mitigation or replacement of CHHA infrastructure and will implement the City's Coastal Management Element. The post disaster guidelines shall distinguish between the recovery phase and long-term redevelopment including the removal, relocation or structural modification of damaged and unsafe structures and infrastructure.

CM12.7 The City shall maintain a complete inventory of all infrastructures located in the CHHA. This inventory shall include a hazard vulnerability assessment.

ISSUE: Hurricane Evacuation Planning

Continued population growth in hurricane vulnerable areas may result in longer evacuation times and an increased need for shelter space. The Tampa Bay Region Hurricane Evacuation Study 2006 estimates that current clearance times in Pinellas County for a Category 5 storm are 23 to 28 hours for in-county to shelter evacuation and 46 to 55 hours for out-of-county evacuation. In September 2007, Pinellas County staff stated that 36 hours for out-of-county evacuation represents the point where a confident warning could be issued by the National Hurricane Center and a reasonable public response could be expected. It is not anticipated that any evacuation orders would be issued earlier than 36 hours due to the uncertainty of predicting accurate tracks of hurricanes at timeframes exceeding 36 hours. This level of service standard has been recommended by emergency management officials at the Tampa Bay Regional Planning Council (TBRPC), Pinellas Planning Council, Pinellas County and the City of Clearwater.

The state land planning agency has indicated that the out-of-county evacuation time for a Category 5 storm event shall be no greater than 16 hours, which is contrary to the recommendations of TBRPC and Pinellas County officials. It is noted that Section 163.3178 (9)(b), F.S., states that an out-of –county evacuation time of 16 hours for a Category 5 storm event will be established on July 1, 2008, for all local governments that have not established such an evacuation time. The availability of primary shelter space is a concern.

OBJECTIVE CM13:

The City shall cooperate with state, regional and county agencies to maintain or reduce hurricane evacuation times, and actively work with the Red Cross in the identification of emergency shelters to provide space for the population in Evacuation Zone A, B and C.

Policies:

CM13.1 The City shall cooperate with the County to evaluate critical links and major evacuation routes to determine where operational improvements, such as allowing for one-way direction of traffic, rerouting of traffic or preempting signals, can be made to reduce delays during clearance.

CM13.2 The City shall implement the strategies identified in Coastal Management Element Subsection 6.6, "Measures to Maintain or Reduce Evacuation Times:"

1. Prioritize roadway maintenance and construction projects on the identified critical links and on major evacuation routes;

2. Maintain acceptable levels of service on regional evacuation routes;

3. Require all new mobile home parks in the City that are located outside hurricane surge areas to construct and maintain a private shelter (meeting minimum Red Cross Evacuation Shelter criteria) for residents of that park;

4. Assist the Red Cross in identifying more public shelters within St. Petersburg to reduce the number of vehicles traveling through St. Petersburg as they attempt to leave the region;

5. Evaluate any zoning changes in evacuation levels A, B, or C that would increase the residential densities in those areas for their impact upon evacuation shelter availability;

6. Implement the state's Hurricane Preparedness Rule (9J-2.0256) which assesses the public shelter impact of large-scale development;

7. Consider a form of early or "phased evacuation," especially for the barrier island communities of St. Petersburg finger-fills. This will reduce the queuing experienced at the County's critical link.

CM13.3 Public information before and during the emergency shall stress that evacuees seek alternative types of refuge and that persons on high ground offer their homes as refuge to friends and relatives in hurricane vulnerable areas.

CM13.4 The City shall continue to work with Pinellas County local governments, the Red Cross, the School Board and other appropriate agencies to identify solutions to the public shelter deficit in Pinellas County.

CM13.5 The City shall maintain a record of major evacuation routes and critical intersections known historically to experience freshwater flooding and include them in the prioritizing of roadway maintenance and construction projects.

CM13.6 The City shall assure that an up-to-date version of each hospital and nursing home disaster plan that is required by state law is kept on file with the Disaster Preparedness Coordinator.

CM13.7 The City shall continue to review the Disaster Operations Manual annually and update the manual as new information and policies are available.

CM13.8 The City shall encourage transportation alternatives for persons evacuating to a public shelter including the Pinellas County Emergency Management Department's pre-registration program for evacuation assistance.

CM13.9 The City will coordinate its hurricane recovery plans with the Pinellas County Disaster Advisory Committee.

CM13.10 The City will notify Pinellas County Emergency Management Department of the availability of any facilities within its jurisdiction that may be used as public shelter space.

CM13.11 Pursuant to Florida law, the Florida state land planning agency recommended out-of-county hurricane evacuation clearance time of 16 hours for a Category 5 storm event is the policy of the City, contrary to the 55-hour clearance time recommended by the Tampa Bay Regional Planning Council in the Regional Hurricane Evacuation Study 2006, and the 36-hour clearance time recommended by Pinellas County officials in September, 2007.

ISSUE: Infrastructure

Storm damage has resulted in repairs to the sewer collection system and lift stations, many of which serve existing development, primarily low density residential, in the coastal high hazard area. Damaged electrical components during Hurricane Elena accounted for most of the lift station repair costs. There is a locally severe need for new facilities or expanded capacity of the municipal drainage system to resolve chronic flooding conditions.

OBJECTIVE CM14:

Subsequent to adoption of the Comprehensive Plan, approval of development within the coastal area shall be conditioned upon maintenance of adopted level of service standards for sanitary sewer, potable water, drainage, transportation and recreation.

Policies:

CM14.1 Infrastructure improvements shall be phased according to the Capital Improvements Element, as adopted and amended.

CM14.2 One of the criteria for selecting roadway improvements shall include consideration of clearance times.

CM14.3 Improvements to infrastructure in flood prone areas shall be modified to include repairs that minimize disruption of service.

CM14.4 Required infrastructure, as defined by adopted level of service standards, shall be available to serve development or redevelopment in the coastal area at the densities identified on the adopted Land Use Plan.

ISSUE: Historic Resources

A number of significant historic and archaeological resources are located in coastal areas. These resources have been inventoried and the protection of these resources is addressed in the Future Land Use Element and Recreation/Open Space Element. The City recognizes the importance of protection of historic and archaeological resources.

OBJECTIVE CM15:

The City shall protect, preserve or provide sensitive reuse of historic resources consistent with the goals, objectives and policies of the Historic Preservation Element.

Policy:

CM15.1 The City will continue to promote the preservation of resources by conducting historic resource surveys and developing ordinances, guidelines and/or databases.

ISSUE: Port of St. Petersburg - Port Master Plan

The 1999 Port of St. Petersburg Master Plan was approved by the City Council on March 18, 1999 (Resolution 99-157), with the vision stated as follows: *"The Port of St. Petersburg, by attracting diverse maritime users and partnering with its neighbors in cutting-edge marine research and educational programs, can become a strong waterfront magnet, develop a unique identity, and fulfill its potential as a communitywide economic resource."*

The Master Plan reflects a vision of what the Port could be if it were to capitalize on its unique potential for diversified maritime and other waterfront uses of both a public and private nature. That vision sees the Port as a distinctive destination, partnering with its neighbors and serving as a catalyst for complementary retail and commercial development, while generating revenue in its own right. The Master Plan proposes a phased mixed-use development on the Port property, in addition to berthing facilities along the existing main wharf and the west wharf, to be used by a variety of vessels, including small cruise passenger, excursion, research and private pleasure craft.

OBJECTIVE CM16:

The City shall encourage and support development and redevelopment opportunities at the Port of St. Petersburg, including the provision of public facilities, in accordance with the Port Master Plan and all other federal, state and local laws and regulations.

Policies:

CM16.1 The City hereby incorporates, by reference, into the Comprehensive Plan, the 1999 Port of St. Petersburg Master Plan, as that Master Plan may be amended from time to time by resolution of the City Council.

CM16.2 The City will coordinate and cooperate with all of the appropriate federal, state, regional and local entities concerning the operation and development of the Port and, to the extent that funding sources will allow, will undertake the 12-step action plan and implement the goals, objectives and policies set forth in the Port Master Plan.

CM16.3 The City shall ensure that adequate public facility capacity exists to serve the Port, including transportation, potable water, sanitary sewer, solid waste and drainage.

CM16.4 Prior to development or redevelopment activity on the Port property, site plan approval will be required. At that time, the stormwater management system for the site will be required to meet all City and SWFWMD stormwater management criteria.

CM16.5 The City shall carry out all day-to-day Port operations and long-term development in a manner that will minimize any detrimental effects on the environment, through compliance with the permitting requirements of all applicable permitting agencies, including the monitoring of air, noise and water quality.

CM 16.6 The City shall continue to coordinate Port operation and redevelopment activities with all appropriate federal, state, regional, and local agencies, including the U.S. Army Corps of Engineers, U.S. Coast Guard, Florida Departments of Transportation and Environmental Protection, University of South Florida, Southwest Florida Water Management District, Tampa Bay Estuary Program, Pinellas County, and other City departments, and neighboring municipalities, as needed.

CM16.7 The City shall continue to coordinate and cooperate with the U.S. Army Corps of Engineers and Florida Department of Environmental Protection, and all other appropriate entities, regarding the dredging of St. Petersburg Harbor.

ISSUE: Tampa Bay Estuary Program

Charting the Course: The Comprehensive Conservation and Management Plan for Tampa Bay (CCMP), a restoration and conservation plan for Tampa Bay, is the result of the cooperation and partnership between the City, twelve other state, regional and local governments, and the Tampa Bay Estuary Program. The CCMP seeks to ensure that Tampa Bay remains a vibrant part of the region's environmental and economic landscape by preserving and enhancing its roles as a recreational resource, international seaport and home for fish and wildlife.

OBJECTIVE CM17:

The City shall work toward protecting or enhancing the water quality and natural resources of Tampa Bay in supporting and promoting *Charting the Course: The Comprehensive Conservation and Management Plan for Tampa Bay*.

Policies:

CM17.1 The City shall continue to cooperate with other signatories of the Interlocal Agreement to support and further the Tampa Bay Estuary Program and the goals and priorities of the *Comprehensive Conservation and Management Plan for Tampa Bay* (CCMP).

CM17.2 Review of all relevant City projects and land development regulation amendments shall include an analysis of consistency with the *Comprehensive Conservation and Management Plan for Tampa Bay* (CCMP).

CM17.3 Consistent with the Tampa Bay National Estuary Program Interlocal Agreement, as amended, the City shall develop and implement all applicable City of St. Petersburg Action Plan components and updates required thereby.

TRANSPORTATION ELEMENT

Sections:

6.1 INTRODUCTION
6.2 GOAL, OBJECTIVES AND POLICIES
ISSUE: Transportation/Land Use Coordination
ISSUE: Traffic Circulation and Mobility
ISSUE: Transportation System Safety and Efficiency
ISSUE: Neighborhood Preservation
ISSUE: Promotion of Public Transit and Transportation Demand Management Programs
ISSUE: Promotion of Bicycle and Pedestrian Facilities
ISSUE: Intermodal Facilities, Economic Development and Goods Movement
ISSUE: Environmental Protection
ISSUE: Intergovernmental Coordination
ISSUE: Public Involvement
ISSUE: Greenhouse Gas Emissions

6.1 INTRODUCTION

The purpose of the Transportation Element of the City of St. Petersburg Comprehensive Plan is to plan for a multimodal transportation system in St. Petersburg that supports alternative modes of travel such as public transit, bicycling and walking and contains intermodal facilities that promote the efficient transfer of people and goods between different modes of transportation. The City seeks to provide a multimodal transportation system that is safe, easily accessible to all residents and visitors, energy-efficient, cost-effective to provide and maintain, and capable of serving existing and projected travel demand. It is imperative that this transportation system is compatible with and supportive of the goals, objectives and policies of the Future Land Use Element and other Elements of the City's Comprehensive Plan.

The City of St. Petersburg is required under Chapter 163, Part II, Florida Statutes (FS), the "Community Planning Act," to produce a Transportation Element because it is located within the urbanized area of the Pinellas County Metropolitan Planning Organization. The City is encouraged to coordinate the Transportation Element of its Comprehensive Plan with the Long Range Transportation Plan of the Pinellas County Metropolitan Planning Organization (MPO).

When it was adopted in 2000, the Transportation Element replaced the previously required Comprehensive Plan Elements of: Traffic Circulation; Mass Transit; and Port and Aviation. These elements were adopted in 1989 and updated in 1996 as part of the Evaluation and Appraisal Report, which assessed the successes and failures of the 1989 Comprehensive Plan. The 2008 update to the Transportation Element addresses the findings of the 2007 Evaluation and Appraisal Report.

6.2 GOAL, OBJECTIVES AND POLICIES

GOAL - TRANSPORTATION (T):

The City of St. Petersburg shall provide a safe, efficient and cost-effective multimodal transportation system that is accessible to all residents and visitors, preserves neighborhoods, protects natural resources, promotes economic development and is compatible with and supportive of the City's future land use plan.

ISSUE: Transportation/Land Use Coordination

The coordination of transportation systems with land use development ensures that transportation-related improvements such as road widenings, new transit services, bikeways, sidewalks and the expansion of port and airport facilities, serve rather than disrupt existing and planned land use patterns. Proper coordination also ensures that the trips generated by existing and new developments are adequately accommodated by the transportation network. The City seeks to protect transportation rights-of-way from encroachment to ensure that adequate capacity exists to support expected growth. The City also seeks to promote land use development that encourages alternative modes of transportation such as transit, bicycling and walking.

OBJECTIVE T1:

The transportation system shall be coordinated with the map series and the goals, objectives and policies of the Future Land Use Element to ensure that transportation facilities and services are available to adequately serve existing and proposed population densities, land uses, and housing and employment patterns.

Policies:

T1.1 The adopted Future Land Use Map (FLUM) shall guide the planning of future transportation corridors, facilities and services.

T1.2 The goals, objectives and policies of the Transportation Element shall be consistent with the goals, objectives and policies of the Future Land Use Element and all other Elements in the City's Comprehensive Plan.

T1.3 The City shall review the impact of all rezoning proposals and requests to amend the FLUM on the City's transportation system. FLUM amendment requests that increase traffic generation potential shall demonstrate that transportation capacity is available to accommodate the additional demand.

T1.4 The City shall review the Master Plans for the Port of St. Petersburg and Albert Whitted Airport and subsequent amendments, and other intermodal facilities, to determine the impact on the City's surface transportation system, surrounding land uses and natural resources.

T1.5 The City shall work with Pinellas County, neighboring jurisdictions, the Florida Department of Transportation (FDOT), the Pinellas Suncoast Transit Authority (PSTA) and other transportation agencies that recommend transportation improvements in the City of St. Petersburg to ensure that the improvements further the City's Comprehensive Plan.

T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

T1.7 The City shall work with the Pinellas County MPO to prioritize roadway and transit projects that serve Activity Centers as identified in the City's Future Land Use Element.

T1.8 The City shall work with the Pinellas County MPO and PSTA to provide enhanced transit service to Activity Centers through a reduction in transit headways, implementation of passenger amenities and expansion of existing service.

OBJECTIVE T2:

The City shall protect existing and future transportation corridors from encroachment.

Policies:

T2.1 The City shall protect existing and future transportation corridors identified in this Element by implementing the requirements of the Land Development Regulations. This includes mandatory dedication of rights-of-way, where required, as a condition of plat approval.

T2.2 The City shall evaluate the need for developer reservation or dedication of rights-of-way for all new development or redevelopment projects in the City to ensure adequate roadway capacity and connectivity.

T2.3 To promote efficient use of land resources and minimize adverse impacts on the City's urban fabric, right-of-way widths for new roadways shall be the minimum needed to accommodate the proposed roadway and sidewalks, bicycle lanes, trails or utilities.

T2.4 The City should preserve the historical grid street pattern, including alleys, and shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use.

ISSUE: Traffic Circulation and Mobility

Growth management law established the concurrency principle as a basic tenet of Florida planning practice in 1985. Concurrency requires that facilities such as roads needed to serve a given development, at a minimum level of service (LOS) or better, be in place at the time impacts occur. Since the 1985 the issue of transportation concurrency has received a great deal of attention and been the subject of several amendments to Chapter 163 FS and 9J-5 FAC. The purpose of the revisions has been to mitigate the unintended negative effects of transportation concurrency, primarily encouraging urban sprawl and discouraging urban infill development.

The City established a Transportation Concurrency Exception Area (TCEA) for the portion of the City located south of 77th and 78th Avenues North in 2000. The City's TCEA met the State's criteria for an urban infill area and contained several community redevelopment areas.

In response to the 2011 Community Planning Act, which removed State mandated transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization (MPO) endorsed the Pinellas County Mobility Plan on September 11, 2013. The Mobility Plan provides a framework for a coordinated multimodal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems. City staff participated in the process that led to the development of the Mobility Plan, which is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system. Because of the Community Planning Act and the Pinellas County Mobility Plan, the City has eliminated adopted level of service standards for roads and mass transit, which are no longer required by the State of Florida. The City and Pinellas County MPO will continue to monitor roadway levels of service for planning purposes. The City will determine the need for transportation management plans for large development projects that are located on deficient roads. The City will also identify strategies for alleviating traffic congestion on deficient roadways, which could include additional roadway capacity or projects that increase mobility for pedestrians, bicyclists, transit users and motorists. The City will place a high priority on transportation projects that will help reduce traffic congestion on the State's Strategic Intermodal System (SIS) facilities in St. Petersburg, which include the Interstate system and Gandy Boulevard, or provide alternatives to driving a personal vehicle on these facilities

OBJECTIVE T3:

The City shall develop and maintain a multi-modal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicle miles traveled and greenhouse gas emissions.

Policies:

T3.1 The City shall implement the Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.

a. All development projects generating new trips shall be subject to payment of a multi-modal impact fee.
b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.
d. Multi-modal impact fee assessments may be applied as credit toward the cost of a TMP.
e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.
f. Deficient roads shall include those operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.
g. Multi-modal impact fee revenue shall be utilized to fund multi-modal improvements to local, county or state facilities that are consistent with the comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.
h. The City shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.

T3.2 The Pinellas County MPO's annual report on transportation LOS shall be the source of existing LOS data for major streets in the City of St. Petersburg. The City shall provide the Pinellas County MPO with current data on vehicular traffic, roadway design and intersection signalization for city roads if available. City staff shall periodically conduct a LOS analysis for major streets in St. Petersburg that are not analyzed by the Pinellas County MPO by collecting data on vehicular traffic, roadway design and intersection signalization, and by utilizing FDOT's LOS tables and LOS software.

T3.3 The City shall identify capacity improvements on city roads necessary to alleviate existing LOS deficiencies and incorporate such improvements into the City's Capital Improvement Element and Capital Improvement Program. Road capacity projects that are not cost feasible from a construction and right-of-way acquisition perspective or have a significantly negative impact on established residential and commercial developments will not be programmed.

T3.4 The City shall actively participate in the MPO process to assist in the identification and prioritization of cost feasible capacity improvements on local, county and state roads located in St. Petersburg that are necessary to alleviate existing and projected LOS deficiencies and do not have a significantly negative impact on established residential and commercial developments.

T3.5 The City shall coordinate with local governments in Pinellas County, the Pinellas County MPO and the FDOT to update and refine LOS standards and methodology for measurement as more information becomes available and improvements are made to the road system.

T3.6 Through the preservation of a grid street network and linking of local streets, local traffic will be encouraged to use alternative routes that protect the interregional travel functions of FDOT's Strategic Intermodal System (SIS) facilities located within the City, particularly the Interstate system. The preservation of the grid system and the linking of streets located within one mile of the Interstate system shall be given the highest priority, followed by streets located within two miles of the Interstate system.

T3.7 The City shall actively support PSTA in efforts to seek federal, state and local funding and private contributions toward the development of the Central Avenue Bus Rapid Transit (BRT) project that will connect downtown St. Petersburg to St. Pete Beach and provide enhanced east-west mobility. The City will also work with PSTA, property owners and developers in the development of stations along the BRT route and will encourage development projects along the route that adhere to the principles of transit oriented development.

T3.8 The City shall support the development of corridors in addition to Central Avenue that are identified in the Pinellas County Transit Vision Plan for enhanced bus service and future premium transit service, with a particular emphasis on the north-south routes such as the 4th Street/Roosevelt Boulevard and US 19 corridors that are parallel to the Interstate system to provide the public with a viable alternative to driving in personal vehicles along these corridors and the Interstate system.

T3.9 The City shall support the Tampa Bay Area Regional Transportation Authority (TBARTAs) vision of providing regional premium transit service from downtown St. Petersburg to Tampa and regional commuter transit service from downtown St. Petersburg to Manatee County along the Interstate system to help alleviate traffic congestion on the Interstate system.

T3.10 The City shall continue to seek funding for construction of the remaining gaps in the major north-south trail facility that will parallel the Interstate system from downtown St. Petersburg to the Gandy Bridge in northern St. Petersburg.

ISSUE: Transportation System Safety and Efficiency

The provision of a safe and efficient transportation system is the goal of many federal, state and local transportation programs. Through roadway design improvements, enforcement of traffic laws, and education of transportation system users, safer operating conditions can be provided for motorists, bicyclists and pedestrians. Transportation system efficiency can often be enhanced through transportation system management (TSM) strategies, which are typically small-scale, relatively inexpensive operational improvements that can significantly improve the traffic flow on congested streets where reconstruction is not an option because of cost or disruption to the natural or built environment.

TSM activities include monitoring and adjusting traffic signal timing to improve traffic flow, adding or lengthening turn lanes at intersections, Intelligent Transportation System projects, and access management. Proper maintenance of road pavement and traffic control devices are needed to optimize transportation system performance and provide benefits such as decreased fuel consumption, delay, emissions, noise and safety risks.

OBJECTIVE T4:

The City shall ensure the safe accommodation of motorized and non-motorized traffic while reducing the incidence of vehicular conflicts within the City's major transportation corridors.

Policies:

T4.1 The City shall monitor yearly accident totals for the top accident locations in the City and identify any design or operational improvements that may alleviate hazardous conditions. Improvements shall be sought for the worst locations by scheduling projects in the City's Capital Improvement Program and working with Pinellas County and FDOT to schedule projects in the County's Capital Improvement Program, MPO's Transportation Improvement Program and FDOT's Five-Year Work Program.

T4.2 The City shall continue to perform needed and requested traffic studies concerning safety issues.

T4.3 The City shall continue to perform required and requested maintenance activities related to roadway materials and traffic control devices within established guidelines.

T4.4 The City shall continue to attend meetings of the Pinellas County Community Traffic Safety Team and support their mission of reducing fatalities and injuries on city, county and state roads in Pinellas County through the coordinated efforts of law enforcement, engineering, emergency services, education and community involvement.

T4.5 The City shall attend meetings of the Bicycle Advisory Committee and Pedestrian Transportation Advisory Committee and support their ongoing safety programs.

T4.6 The City shall support the MPO's Pedestrian Awareness Days to promote responsible driving and pedestrian activity in proximity to local schools.

T4.7 The City shall monitor pedestrian and bicycle related accidents and work with law enforcement agencies, the MPO and the FDOT to implement measures to reduce accident occurrence.

T4.8 The City shall support the installation of pedestrian street lighting along major roadways and in areas occupied by transit terminals, bus stops and where heavy bicycle and pedestrian activity occurs.

T4.9 The City shall ensure the availability of adequate transportation facilities for the safe and timely evacuation of high risk areas to prevent loss of life due to natural disasters by seeking funding for needed improvements to hurricane evacuation routes and for facilities providing access to these routes. Road improvement projects shall be scheduled in the appropriate City, County, MPO and State work programs.

T4.10 The City shall participate in and support hurricane evacuation planning activities in coordination with the Pinellas County Department of Emergency Management and the Tampa Bay Regional Planning Council (TBRPC).

OBJECTIVE T5:

The City shall implement TSM strategies to maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility.

Policies:

T5.1 Prior to scheduling a roadway segment for construction of additional through-lanes, the City shall ensure that all reasonable TSM measures have been considered and implemented and that the facility is operating at the greatest degree of efficiency possible. The City shall coordinate TSM improvements with adjacent property owners to mitigate negative impacts.

T5.2 Signal timing shall support the operating functional classification of the roadways along which they are installed, placing a higher emphasis on the through movement of vehicles on principal or minor arterials.

T5.3 The City shall continue to implement a computerized signal system in coordination with the Pinellas County MPO.

T5.4 The City shall continue the planning, implementation and evaluation of TSM techniques that improve traffic flow and facilitate parking at major downtown events.

T5.5 The City shall assist the MPO in the development of an Intelligent Transportation System plan for Pinellas County that conforms to the regional and national Intelligent Transportation System standards.

OBJECTIVE T6:

The City shall promote the safe and efficient flow of traffic on major roadways through access management.

Policies:

T6.1 The City shall, to the extent practical, reduce or prevent direct access from driveways to principal and minor arterials by prioritization of primary access. When a site is adjacent to a principal or minor arterial, the priority of primary access shall be, to the extent practical, to local roads first, neighborhood collectors second, collectors third, minor arterials fourth and principal arterials fifth. Access from nonresidential development onto local roads shall be designed to minimize the intrusion of traffic in adjacent residential areas.

T6.2 All development or redevelopment projects shall be required to provide safe and efficient access to the public road system, accommodate on-site traffic movements, and provide parking for motorized and non-motorized vehicles as required by implementation of the Land Development Regulations.

T6.3 The City shall encourage, through the development review process, adjacent commercial and office developments to provide cross-access easements, joint use driveways and connecting pedestrian facilities to minimize the number of trips generated on the major street system and the associated safety hazards.

T6.4 The City shall ensure that decisions regarding median opening requests are in compliance with federal warrant criteria or applicable state and local roadway access rules and regulations.

T6.5 Access to new residential parcels with frontage along two or more roadways shall be located on the roadway with the lower functional class.

T6.6 Access to new and redeveloped nonresidential parcels with frontage along two or more roadways should be limited to one access point per roadway.

T6.7 Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions.

OBJECTIVE T7:

The City shall optimize the use of existing roadway facilities by employing the most effective operation, maintenance and system upgrading procedures.

Policies:

T7.1 The City shall effectively maintain the existing transportation infrastructure through an annual program of maintenance in cooperation with the FDOT and Pinellas County.

T7.2 The City shall schedule the implementation of roadway resurfacing projects in accordance with the priority ranking of these projects per procedures established by the City's Engineering Department.

T7.3 The City shall strive to bring each roadway segment into design conformity for shoulder widths, clear zone, turning lanes and other features, concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained or contributing historic roadway features require preservation or restoration.

T7.4 The City shall install and maintain signage, pavement markings and traffic signals according to applicable standards.

T7.5 The City shall continue to require warrants for installation of all new traffic control devices and shall strive to eliminate unwarranted traffic signals.

T7.6 The City shall continue to require that all traffic control devices installed on private property be in conformity with the most recent edition of the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways. Existing traffic control devices installed on private property shall be required to comply with these standards if moved or replaced.

T7.7 The City shall minimize, to the extent possible, the impact of construction work occurring within roadway rights-of-way on motorists and existing businesses.

T7.8 The City shall use the established standards and criteria for the placement of four-way stops, as provided in the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways.

T7.9 The City shall review and update all traffic signal timing and progression plans on an ongoing basis to increase the operational efficiencies of these facilities.

T7.10 The City shall work with the railroad industry to provide rubberized crossings on streets where feasible.

T7.11 The City shall inspect bridges on an ongoing basis and identify needed repairs.

ISSUE: Neighborhood Preservation

Neighborhoods are negatively impacted by heavy traffic volumes and high vehicular speeds on residential streets. Traffic calming strategies can improve the quality of life in neighborhoods by reducing the volume and speed of traffic and discouraging cut-through traffic.

OBJECTIVE T8:

The City shall preserve neighborhood integrity by using appropriate traffic calming devices to minimize traffic intrusion and protect neighborhoods from the adverse impacts of through traffic.

Policies:

T8.1 The City shall place a high priority on the funding and scheduling of projects which will aid traffic flow on principal and minor arterial streets and collector roads so as to protect neighborhoods from the intrusion by vehicles seeking to avoid areas of high delay and heavy traffic congestion.

T8.2 The City shall conduct neighborhood traffic studies to analyze traffic volumes, accident rates, operational speed, and traffic characteristics in a continuing effort to protect the quality of life of St. Petersburg's residential neighborhoods.

T8.3 Vertical traffic calming measures such as speed plateaus and raised intersections shall be reserved for local roads and neighborhood collectors. Principal and minor arterials and collectors shall not be eligible for vertical traffic calming measures but shall be eligible for horizontal traffic calming measures such as lane narrowings, neckouts, chicanes, landscaped medians, traffic circles and roundabouts where practical.

T8.4 The City shall develop and adopt a Neighborhood Transportation Management Program to establish specific policies and procedures related to the implementation of traffic management strategies in the City of St. Petersburg. City Council approved neighborhood/transportation plans shall be considered in the development and implementation the City's Neighborhood Transportation Management Program.

T8.5 The City shall enforce designated truck routes and restrictions on hours of operation on these routes. Trucks shall only be permitted on routes not designated for trucks if the driver's final destination is on the street.

T8.6 The City shall support a proposal that reduces the traffic carrying capacity of the road network, such as the conversion of one-way streets to two-way streets or a reduction in the number of through lanes or lane widths or an increase in the number of on-street parking spaces, if the proposal's benefits, such as neighborhood preservation, community and economic development, and promotion of alternative modes of transportation, outweigh the loss of roadway capacity.

ISSUE: Promotion of Public Transit and Transportation Demand Management Programs

The number of automobiles on the road and average trip lengths increased during the 1990s at the regional, state and national levels. Single occupant vehicles, low density development patterns and ongoing roadway construction and reconstruction has led to problems such as traffic congestion, air and noise pollution, depletion of finite energy sources, urban sprawl, and physically separated and fragmented communities. Government subsidies for road and parking improvements cannot keep pace with demand, and the improvements are typically very expensive and disruptive, take many years to implement and often have only marginal benefits. Public transportation and transportation demand management programs are alternatives to the single occupant vehicle and promote liveable communities and sustainable development. For public transportation to be a viable alternative, transit service must be reasonably priced, frequent, provide convenient access to major trip generators and attractors, have safe and secure equipment and terminals, and operate in an efficient and cost-effective manner. The Pinellas Mobility Initiative (PMI), an ongoing study initiated in 1997 by the Pinellas County MPO, seeks to provide greater mobility in Pinellas County through the development of a premium transit system. In 2007, the Florida Legislature established the Tampa Bay Area Regional Transit Authority (TBARTA), with the ability to plan and develop a multimodal transportation system that will connect Citrus, Hernando, Pasco, Pinellas, Hillsborough, Manatee and Sarasota Counties.

OBJECTIVE T9:

The City shall coordinate with the PSTA to provide an efficient and effective public transportation system that conveniently serves existing and proposed major trip generators and attractors and reduces traffic congestion by providing a viable, environmentally-friendly alternative to the single occupant vehicle.

Policies:

T9.1 The City shall assist and support the efforts of the PSTA to implement and achieve the goals of its Five-Year Transit Development Plan and Ten-Year Mid-Range Transit Plan and to carry out recommended actions derived from related studies.

T9.2 The City shall include transit facilities such as turn-out bays, pre-emptive signals, bus-only lanes and transit shelters in the design of road improvement projects and on resurfacing projects, where feasible. The City shall encourage Pinellas County and the FDOT to provide such facilities on county and state roads in St. Petersburg when road projects occur.

T9.3 The City shall promote the PSTA's Bicycle on Buses Program through the provision of informational materials.

T9.4 The City shall participate in corridor strategy plans developed by the Pinellas County MPO to encourage transit and other alternative modes of transportation on congested roads in St. Petersburg by providing available land use and traffic data and attending MPO meetings and reviewing proposed plans.

T9.5 The City may utilize the City's share of funding from the Pinellas County Countywide Transportation Impact Fee to provide transit facilities where needed and permitted under the Transportation Impact Fee Ordinance.

T9.6 The City shall coordinate with the PSTA to identify locations where the need for pedestrian accommodations between bus stops and adjacent buildings frequented by PSTA users is most pronounced from a safety standpoint.

T9.7 The City shall work cooperatively with the PSTA to examine the need for new or expanded bus transfer stations that are integrated with major activity centers and existing transit routes.

T9.8 The City shall incorporate transit amenities in the City's Capital Improvement Program projects where feasible and appropriate.

T9.9 The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.

T9.10 The City shall include bicycle and pedestrian facilities in the design and construction of all transit projects where feasible.

T9.11 The City may eliminate on-street parking to enable the development of public transit, bicycle and pedestrian systems.

T9.12 The City shall coordinate with the PSTA to provide waiting areas at least 8 feet from curb line with benches, bicycle racks, landscaping, trash receptacles and appropriate shelters where cost feasible.

T9.13 The City should continue to support the Looper service in downtown St. Petersburg and examine the feasibility of expanding this service into surrounding neighborhoods.

T9.14 The City shall work with the PSTA and other appropriate agencies to provide transit service between St. Petersburg and the surrounding beach communities.

OBJECTIVE T10:

The City will strive to increase the transit mode share and vehicle occupancy rates for commuter trips in the peak hour and peak direction.

Policies:

T10.1 The City shall support variances or code amendments for minimum parking standards where it can be demonstrated that the parking demand will be reduced through walking, bicycling, ridesharing, transit use and shared parking. Parking space reduction variances will not be supported if overflow parking in residential areas is likely to occur.

T10.2 The City shall consider limiting the addition of new long-term parking spaces in downtown St. Petersburg and pursue park-and-ride facilities to support rideshare programs, commuter bus services and planned guideway transit services. The City shall cooperate with the PSTA and other appropriate transportation authorities in the provision of specific sites for park-and-ride lots.

T10.3 In cooperation with the PSTA, the City shall strive to provide more frequent service on transit routes. The City may assist by providing dedicated travel lanes for exclusive transit or high-occupancy vehicle use, or fixed guideway transit, bus bays, pull-outs, signal overrides, and other features to facilitate bus travel along designated City streets.

T10.4 The City shall support the PSTAs goal of doubling transit ridership in Pinellas County over the ten-year period from 2007/08 to 2017/18, and will work with PSTA to implement the necessary transit service modifications in St. Petersburg to achieve this goal.

OBJECTIVE T11:

The City shall provide equitable transportation service to all residents and accommodate the special transportation needs of the elderly, disabled, low-income citizens and other transit dependent persons.

Policies:

T11.1 The City shall support the PSTA and Pinellas County MPO in their effort to ensure that economically disadvantaged and physically impaired citizens in St. Petersburg have access to cost-effective and efficient transportation services.

T11.2 The City shall work with the PSTA and the Pinellas County MPO to identify transportation disadvantaged citizens in St. Petersburg that are currently not being served by the PSTA's fixed-route bus and paratransit services.

T11.3 In cooperation with the Pinellas County Emergency Management Administration, the City shall maintain an inventory of hurricane evacuation-transportation disadvantaged persons who would be included in an evacuation order resulting from the threat of a hurricane.

T11.4 The City shall coordinate affordable housing development with public transit service availability.

T11.5 The City shall work with the PSTA to construct sidewalks and wheelchair ramps and improve access to bus stops at appropriate locations to increase the accessibility of the transit system to the transportation disadvantaged.

OBJECTIVE T12:

The City shall promote transportation demand management (TDM) strategies such as carpooling and vanpooling programs, public transportation services, improved facilities for bicyclists and pedestrians, flexible work hours, telecommuting and parking management.

Policies:

T12.1 The City shall encourage TDM strategies in downtown St. Petersburg by working with the FDOT to provide funding and technical support for local transportation management initiatives.

T12.2 The City shall support and promote ridesharing and vanpooling programs.

T12.3 The City shall continue to participate in the events sponsored by transportation organizations that promote alternative modes of transportation in the St. Petersburg area.

T12.4 The City shall encourage new development in the Gateway Activity Center to participate in TDM strategies, such as flexible work hours, transit, carpooling and vanpooling.

T12.5 The City shall implement strategies to encourage users of City-operated facilities to carpool or utilize other alternative modes of transportation.

OBJECTIVE T13:

The City shall coordinate the provision of efficient transit service and facilities with the location and intensity of future land use patterns as designated in the Land Use Element and encourage transit through the Land Development Regulations.

Policies:

T13.1 All Development Orders for Developments of Regional Impact shall contain procedures or strategies to accommodate or encourage transit.

T13.2 The City shall include criteria in the FLUM amendment process in the Land Development Regulations to give additional weight to amendments that increase densities for projects that are located in close proximity to Activity Centers or along corridors where transit or facilities for high occupant vehicles exist, where compatible with the policies established in the Land Use Element.

T13.3 St. Petersburg shall investigate and adopt strategies for the adequate protection of rights-of-way, easements, setbacks and public lands associated with the PSTA's service or the

potential use of these lands in association with guideway transit systems, express bus lanes, or high occupant vehicle lanes.

T13.4 The City shall require development to provide, where appropriate, facilities that support alternative modes of transportation. These facilities shall include bus stops, bus shelters, bus turn-outs, sidewalks, wheelchair ramps, crosswalks, bicycle racks and bicycle lockers.

T13.5 The City shall require that transit facilities be appropriately located to minimize disruption to established land use patterns, the environment and vehicular traffic.

T13.6 The City shall implement design review procedures which permit the PSTA to participate in the review of proposed developments that could impact transit service.

OBJECTIVE T14:

The City shall support major transportation investments that demonstrate an ability to substantially improve mobility, encourage urban infill development, reduce traffic congestion and improve air quality in Pinellas County and the Tampa Bay region in a cost-effective manner.

Policies:

T14.1 The City shall participate in the Pinellas Mobility Initiative (PMI) and the planning activities of the Tampa Bay Area Regional Transit Authority (TBARTA) by serving on the appropriate technical and policy committees and working with the Pinellas County MPO, PSTA, FDOT and other appropriate agencies.

T14.2 The City shall monitor, evaluate and support recommendations and strategies of the PMI and TBARTA that further the goals, objectives and policies of the St. Petersburg Comprehensive Plan.

T14.3 The City shall protect appropriate corridors identified for a major transportation investment under the PMI and TBARTA that:

1. further the goals, objectives and policies of the St. Petersburg Comprehensive Plan;
2. have the demonstrated support of the impacted communities;
3. connect Activity Centers;
4. support the economic development of the City;
5. are properly integrated into the community; and
6. facilitate redevelopment of distressed and underutilized areas.

T14.4 The City shall consider higher land use densities at appropriate locations along transportation corridors in St. Petersburg that are identified for a major transportation investment.

ISSUE: Promotion of Bicycle and Pedestrian Facilities

In Florida, the number of people that make trips by non-motorized transportation modes is higher than the national average. The most obvious reason is the state's favorable climate, which encourages residents to ride a bike, walk, jog, run or rollerblade on a year-round basis. Unfortunately, there is a lack of facilities to accommodate bicyclists and pedestrians. Due to this deficiency, Florida has a higher rate of accidents involving bicyclists and pedestrians, particularly accidents involving automobiles. In addition to the safety and health benefits they provide to the individual, bicycle and pedestrian facilities provide broader social benefits. Encouraging people to walk or ride a bike to their destination or a transit stop reduces traffic congestion, fuel consumption and noise pollution, improves air quality, and promotes compact, sustainable urban development.

While the Pinellas Trail is a popular off-road facility, the City has very few on-street bike lanes and existing bicycle routes lack continuity and amenities. Sidewalks exist along most major roadways but gaps in the system and the poor condition of some segments hinders the effectiveness of the system. The City seeks to work with the Pinellas County MPO and FDOT to obtain funding for bikeway and sidewalk improvements, encourage the inclusion of bicycle and pedestrian facilities in roadway construction and reconstruction projects, and develop design standards and programs. Development that is friendly to bicyclists and pedestrians can be encouraged through the City's Land Development Regulations. Well-designed facilities and education are also needed to ensure that bicyclists and pedestrians interact safely with motorized vehicles, which will in turn increase the attractiveness of bicycling and walking.

OBJECTIVE T15:

The City shall encourage and increase bicycle and pedestrian travel throughout the City of St. Petersburg for commuting to work and school as well as for recreation.

Policies:

T15.1 City staff shall attend meetings of the Pinellas County MPO's Bicycle Advisory Committee and Pedestrian Transportation Advisory Committee to assist in the development and review of bicycle and pedestrian-related plans, programs and projects.

T15.2 The City shall incorporate bicycle-friendly design standards on principal and minor arterials, collectors and neighborhood collectors when road construction, reconstruction, resurfacing and restriping occur, where appropriate and feasible. An area where bicyclists may travel adjacent to the outside vehicle lane shall be incorporated on these roadways as follows:

1. Where sufficient pavement width exists, a designated bicycle lane should be provided that is a minimum of four (4) feet wide on streets having a curb and gutter, excluding the curb and gutter, and a minimum of five (5) feet wide on streets having no curb and gutter. The bicycle lane shall be designated by marking and signage and interior vehicle lanes shall meet minimum width standards;

2. Where pavement width is not sufficient, a designated bicycle lane should not be provided. However, the width of interior vehicle lanes may be set at the minimum standard and the outside vehicle lane may be made as wide as possible, preferably fourteen (14) feet or more, to accommodate both automobiles and bicyclists.

T15.3 The City shall review and support appropriate strategies developed by the Pinellas County MPO to expand the Pinellas Trail and provide new community trails that connect St. Petersburg to other communities in Pinellas County. The City shall support strategies that increase the accessibility of these facilities to a greater number of people and increase the connectivity of these facilities to parks, shopping centers, major employers and schools.

T15.4 The City shall inventory existing bicycle routes and identify deficiencies such as a lack of sufficient pavement width and inadequate signage. Existing bicycle routes shall be improved where feasible.

T15.5 The City shall prioritize sidewalks and bicycle paths leading to and from recreational areas and school sites.

T15.6 The City shall require sidewalk construction in the rights-of-way of roadways adjacent to properties proposed for development through the application of the site plan review process.

T15.7 The City shall strive to increase amenities for bicyclists at City parks and recreational facilities.

T15.8 The City shall facilitate the expansion of sidewalks in St. Petersburg in locations where they are most needed. These include locations along principal and minor arterials, collectors and neighborhood collectors where gaps exist between existing sidewalks or between an existing sidewalk and a major destination point such as a park, shopping center, major employer or school. Sidewalks needed to close these gaps on City roads shall be constructed through the implementation of the Capital Improvement Program/Capital Improvements Element.

T15.9 The City shall pursue sidewalk construction needed on State and County roads with the FDOT and Pinellas County, respectively.

T15.10 The City shall encourage, through code enforcement, those property owners with sidewalks to maintain their sidewalks for safe usage by bicyclists and pedestrians.

T15.11 The City shall review and maintain the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways standards and safety levels for all major intersections with regard to actuated pedestrian buttons.

T15.12 The City shall identify and encourage, through the neighborhood planning process, areas of high priority for upgrading bicycle and pedestrian facilities.

T15.13 The City shall endeavor to comply with all guidelines applicable to the Americans with Disabilities Act of 1990, as amended, and ensure adequate accessibility to sidewalks where cost feasible.

T15.14 The City shall ensure adequate levels of street lighting on roadways that have high levels of bicycle and pedestrian activity to increase the visibility and personal security of bicyclists and pedestrians.

T15.15 The City shall require a minimum width of ten (10) feet for the construction of dual-use bicycle/pedestrian facilities.

ISSUE: Intermodal Facilities, Economic Development and Goods Movement

The City of St. Petersburg's transportation system contains facilities for travel by automobile, transit, walking, bike, truck, rail, water and air. The viability of each mode and contribution to the City's social and economic well-being is largely dependent upon its integration with the entire transportation network. Intermodal facilities promote the transfer of people and goods between these different modes of transportation. Examples of intermodal facilities include parking garages, bus stations and stops, park-and-ride lots, bike racks, rail stations, seaports and airports. The development of intermodal facilities depends on the successful coordination of public-sector and private-sector transportation operations.

OBJECTIVE T16:

To support the community's economic development, and in cooperation with transportation agencies, the City shall provide intermodal facilities that facilitate the efficient transfer of people and goods between various modes of transportation.

Policies:

T16.1 The City shall work with the Pinellas County MPO during the development of the MPO's Long Range Transportation Plan and Transportation Improvement Program to ensure that adequate funding exists for the planning and programming of intermodal transportation facilities. The City shall also explore private funding sources when public funding is unavailable or insufficient.

T16.2 The City shall support the provision of facilities at existing and planned transit stops and stations that enhance ease of transfer between transit and other modes of transportation, such as park-and-ride lots, bus shelters, bicycle lockers and racks, and pedestrian walkways. A safe, attractive and comfortable environment shall be provided for pedestrians and transit users. Amenities shall include weather protection, paved walkways, sidewalks, lighting, landscaping and ancillary uses that provide conveniences to transit patrons such as cafes, shops and newsstands.

T16.3 The City, in cooperation with the PSTA, shall strive to provide parking facilities for commuter bus routes that provide express service to Activity Centers and for commuter and local bus routes that provide service to fixed guideway transit systems.

T16.4 Road construction and reconstruction projects shall be designed when possible to include facilities that promote transit, such as bus turnout bays and bus shelters.

T16.5 The City shall serve as a liaison between the industries in St. Petersburg that ship goods by truck, railroad, water and air and other government organizations that provide funding for intermodal facilities such as the Pinellas County MPO and FDOT.

T16.6 The City shall encourage new development involved in the import and export of heavy or bulk goods to be located, when economically feasible, on sites near or adjacent to rail, port and airport facilities designed for the shipment of goods to help minimize the number of heavy trucks on the City's road network.

T16.7 The City shall examine the feasibility of improving access to and from the Interstate system for trucks in the City's Dome Industrial District. Neighborhood and business associations and community groups shall be consulted during this process.

T16.8 The City shall assist the Port of St. Petersburg and Albert Whitted Airport in pursuing needed surface transportation improvements such as road reconstruction, parking facilities, transit services, and bicycle and pedestrian improvements, as recommended in the Port of St. Petersburg and Albert Whitted Airport Master Plans.

T16.9 The City shall work with the Pinellas County MPO, PSTA, Bay Area Commuter Services (BACS) and transportation management organizations to determine and respond to the transportation facility and service needs of the business community.

ISSUE: Environmental Protection

As the transportation network expands to meet travel demand, it must do so in a manner that is sensitive to the natural and built environments. Adverse environmental impacts might include the creation of air, noise and water pollution and the destruction of recreational areas, natural habitats and historic properties. Air pollution is of particular relevance to the City of St. Petersburg, because Pinellas and Hillsborough Counties failed to meet National Ambient Air Quality Standards for ozone immediately after the passage of the Clean Air Act Amendments of 1990, and are currently considered a maintenance area for ozone.

OBJECTIVE T17:

The City shall plan and develop a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, promotes community aesthetic values and is in compliance with all federal, state and local regulations regarding environmental protection.

Policies:

T17.1 The City shall avoid transportation improvements which encourage or subsidize increased development in coastal high hazard areas or environmentally sensitive areas identified in the Coastal Management and Conservation Elements.

T17.2 If no feasible alternative exists, needed transportation facilities may traverse publicly owned conservation and recreation areas, however such access should be limited and design techniques should be used to minimize the negative impact upon the natural systems.

T17.3 New roadways shall be designed to prevent and control soil erosion, minimize clearing and grubbing, minimize stormwater runoff and meet minimum requirements for stormwater retention and treatment, and avoid unnecessary changes in drainage patterns. These roadways shall be designed to make them compatible with the surrounding environment, complement adjacent development and provide an aesthetically pleasing visual experience to the user.

T17.4 All government entities responsible for proposed new road construction, major road widening or other major corridor improvements shall conduct a corridor study prior to any rights-of-way acquisition to assess the impacts to adjacent areas and provide appropriate, cost-effective mitigation mechanisms for adverse impacts. Input shall be solicited from adjacent property owners and neighborhood and business associations affected by the project.

T17.5 The commission(s) designated in the LDRs and other interested groups shall be consulted when a transportation system improvement has the potential to impact historic resources.

T17.6 The City shall balance the need for road construction and reconstruction projects which increase the efficiency of the transportation system by reducing trip lengths and vehicular delay, thereby reducing traffic congestion and improving air quality, with the need to preserve the integrity of residential neighborhoods and commercial districts.

T17.7 The City shall pursue and support transportation system improvements that will help maintain or provide necessary improvement in air quality, minimize or reduce noise and water pollution, and conserve energy, such as rapid transit, express bus service, high-occupancy vehicle lanes and bikeways.

T17.8 The City shall continue to support the conversion of transit and other public/private agency vehicle fleets to alternative fuels such as compressed natural gas and battery-powered systems.

T17.9 The City shall continue to support state and local efforts designed to reduce the adverse impacts of greenhouse gas emissions.

T17.10 The City shall assist existing regulatory agencies in efforts to mitigate the potential for accidents resulting from the movement of hazardous materials via highway, air, water and rail.

T17.11 The City shall support the efforts of the Pinellas County MPO and the Pinellas County Environmental Management Department to encourage the use of cleaner fuels for automobiles.

OBJECTIVE T18

Short and long-term plans and operations for the Port of St. Petersburg and Albert Whitted Airport shall assess the effects on the environment and conflicts with adjacent land uses and natural resources during the permitting process.

Policies:

T18.1 The Port and Airport shall maintain a policy of cooperation in the resolution of environmental issues that may arise.

T18.2 The Port shall protect the habitat of aquatic life by ensuring that any dredged materials are properly tested and disposed of in areas away from seagrass beds, mangrove seedlings and other vulnerable vegetated areas in accordance with the permit requirements from all applicable permitting agencies.

T18.3 The Port shall cooperate with local efforts to protect manatees in Bayboro Harbor.

T18.4 The Port shall monitor ships calling at the Port and attempt to minimize air, noise, or water pollution.

T18.5 The Port shall maintain contact with the City Sanitation Department to ensure that the level of solid waste pickup service keeps pace with increases in passenger volumes, thereby preventing the introduction of wind-blown or water-driven debris into the basin.

T18.6 The Port and Airport shall cooperate with the Federal Aviation Administration and the U.S. Coast Guard in implementing procedures to prevent cruise ship-airplane and cruise ship-pleasure boat conflicts and promote safe air and sea operations in St. Petersburg Harbor.

T18.7 The Port and Airport shall provide additional opportunities for on-site filtration of stormwater by increasing the amount of pervious surfaces through cost-effective landscaping and paving techniques.

T18.8 The Port and Airport shall coordinate and be consistent with the Future Land Use Element thereby precluding any encroachment of incompatible land uses.

ISSUE: Intergovernmental Coordination

The City of St. Petersburg's transportation system is part of a much larger regional transportation network. The provision of adequate transportation facilities and services in corridors that extend beyond the City's boundaries is largely dependent upon the City's ability to work with other municipalities and government agencies at the local, county, regional, state and federal levels. Much of this coordination occurs through the transportation planning process established by the Pinellas County MPO. The City of St. Petersburg, other Pinellas County municipalities and Pinellas County participate in the MPO process, along with government agencies such as the PSTA and FDOT.

OBJECTIVE T19:

The City shall promote a comprehensive transportation planning process by coordinating its transportation system with the plans and programs of Pinellas County, neighboring municipalities and counties, Pinellas County MPO, PSTA, FDOT, BACS, TBRPC, Pinellas County School Board and other appropriate agencies and transportation providers.

Policies:

T19.1 The City shall serve on all of the Pinellas County MPO's policy, technical and advisory committees to coordinate the transportation plans and programs for the City, Pinellas County, neighboring municipalities and counties, PSTA, FDOT, BACS, TBRPC, Pinellas County School Board and other appropriate agencies and transportation providers.

T19.2 The City shall actively participate in the development and review of the MPO's Long Range Transportation Plan and Transportation Improvement Program and the FDOT's Strategic Transportation Plan and District VII Work Program.

T19.3 The City shall promote coordination between the Pinellas County MPO and other MPO's in the Tampa Bay region by participating as needed in the Joint MPO Chairmen Coordination and Joint Citizens Advisory Committee processes.

T19.4 The City shall review comprehensive plans and plan amendments from Pinellas County, neighboring municipalities and counties, and the TBRPC to ensure consistency with the Transportation Element.

T19.5 The City shall examine the functional classification system illustrated in the Pinellas County Transportation Element for the St. Petersburg area and seek to functionally classify roads in the same manner where possible.

T19.6 The City shall work with its adjacent jurisdictions to identify the need for and establish appropriate policies for the inter-jurisdictional coordination of transportation improvements and mitigation of transportation impacts.

T19.7 The City shall provide land use and socioeconomic data to the Pinellas County MPO to support the development and enhancement of travel demand forecasting models used to forecast and simulate transportation conditions under alternative land use scenarios.

T19.8 The City shall participate in the planning efforts of the St. Petersburg-Clearwater International Airport, Tampa International Airport and other regional intermodal facilities that directly impact the City of St. Petersburg.

T19.9 The City shall continue to have representation on the PSTA Board to ensure that the City's transit needs are addressed.

OBJECTIVE T20:

The Port of St. Petersburg and the Albert Whitted Municipal Airport shall continue to coordinate operational and expansion activities with all appropriate federal, state, regional, and local agencies.

Policies:

T20.1 The Port and Airport shall obtain all required permits and leases needed to implement the projects described in their adopted master plans and shall construct and operate Port and Airport facilities in cooperation with the appropriate federal, state, regional and local agencies and in conformance with all Elements of the City of St. Petersburg Comprehensive Plan.

T20.2 The Port and Airport plans and programs shall be coordinated with other City departments and with the appropriate plans and programs of other agencies, including the FDOT's District VII Work Program and the Pinellas County MPO's Transportation Improvement Program.

T20.3 The Port and Airport plans and programs shall be coordinated with pertinent City departments to ensure that the Port and Airport are integrated into the City's plans for downtown St. Petersburg and the waterfront and that the requirements of the Port and Airport are consistent with the abilities of the departments to provide the services needed to support these activities.

T20.4 All Port and Airport development plans shall be reviewed for compliance with the adopted master plans and the applicable sections of the Comprehensive Plan.

ISSUE: Public Involvement

Public involvement in the transportation planning process is important for several reasons. Citizens can provide unique and valuable information to planners because of their knowledge of the community they live in and the St. Petersburg area as a whole. It is also important to inform and educate residents and other interested parties about transportation plans, programs and projects that may have an impact on the City.

OBJECTIVE T21:

The City shall inform and educate elected officials, private citizens, civic, neighborhood and business associations about transportation plans, programs and projects and provide opportunities for input.

Policies:

T21.1 The City shall provide opportunities for public input during the development of the Transportation Element report and any necessary amendments.

T21.2 The City shall provide opportunities for affected residents and interested parties to comment on a proposed transportation project.

T21.3 The City shall encourage the participation of elected officials and citizens early in the planning of the City's transportation system improvements to maintain an awareness of citizens' needs and desires. Early participation will be sought by disseminating information through such sources as the news media, city newsletters, city web page and public hearings.

T21.4 The City shall encourage neighborhood and business associations to form transportation committees to assist in the development of transportation strategies for their neighborhood and act as a liaison between government entities and private citizens in representing the neighborhood's interests.

T21.5 The City's planning staff shall participate in the City's Speaker's Bureau to provide interested civic and business organizations with a presentation on any topic related to the Transportation Element report or the transportation planning process.

ISSUE: Greenhouse Gas (GHG) Emissions

According to the Governor's Action Team on Energy and Climate Change (2007), transportation is Florida's second largest energy use sector (following electricity consumption), comprising more than a third of the total energy used. Consequently, the transportation sector is also a significant contributor to greenhouse gas (GHG) emissions in Florida, accounting for about 46 percent of CO_2 emissions statewide.

OBJECTIVE T22:

St. Petersburg shall continue its multi-faceted approach to save fuel and reduce GHG emissions.

Policies:

T22.1 The City shall continue to meet its fuel conservation objectives through efficient fleet operations, fleet vehicle reduction, use of alternative fuels and traffic signal synchronization.

T22.2 The City shall continue to use bio-diesel fuel in all fleet vehicles powered by diesel engines, thereby reducing GHGs by 5 to 10 percent, and ethanol-based fuel for other fleet vehicles.

T22.3 Alternative fuel and hybrid vehicle use shall be continued by the City.

T22.4 To help minimize consumption of fossil fuels and emissions of greenhouse gases, the City shall strive, as reasonably feasible, to purchase only those vehicles with the greatest fuel efficiency in a given class that meet the purpose for that vehicle.

OBJECTIVE T23:

St. Petersburg shall continue to reduce petroleum reliance and limit GHG emissions through transit and multimodal transportation options.

Policies:

T23.1 The City shall maintain its prevalent grid system of streets and avenues.

T23.2 The City shall encourage the Pinellas Suncoast Transit Authority (PSTA) to continue to offer comprehensive bus service.

T23.3 The downtown and other activity centers shall remain mixed-use areas with well-traveled and redeveloping commercial corridors that encourage mass transit use.

T23.4 The City shall continue to implement its "City Trails Bicycle and Pedestrian Master Plan." Once complete, the "City Trails Plan" is expected to provide more than 150 miles of facilities and greater than two thirds of the City's major road network shall have bicycle facilities.

T23.5 The City shall continue to pursue development of the Bus Rapid Transit (BRT) project with PSTA, which links the downtown with primary employment and activity centers.

T23.6 The City shall encourage the continued use of the Downtown Looper Trolley which serves as a transportation alternative for residents, workers and visitors wanting to park at one location and visit shopping, work or dining locations in the downtown center.

T23.7 The City shall continue to support the Tampa Bay Area Regional Transit Authority (TBARTA) in developing a regional transit system that will serve the seven counties comprising the greater Tampa Bay region.

HOUSING ELEMENT

Sections:

7.1 INTRODUCTION
7.2 GOAL, OBJECTIVES AND POLICIES
ISSUE: Housing Quantity
ISSUE: Extremely Low, Very Low, Low and Moderate Income Housing
ISSUE: Mobile Home Parks
ISSUE: Group Homes - Special Needs Households
ISSUE: Displacement/Relocation
ISSUE: Historically Significant Housing
ISSUE: Housing Conservation and Rehabilitation
ISSUE: Housing non-discrimination
ISSUE: The Homeless
ISSUE: Housing Strategy
ISSUE: Downtown Residential Redevelopment

7.1 INTRODUCTION

The purpose of the Housing Element is to provide guidance to the City of St. Petersburg in developing appropriate plans and policies which demonstrate the City's commitment to meet identified and projected deficits in the supply of housing. In addition, this element intends to develop alternative housing policies and strategies for coordinating a wide range of public and private sector programs to meet the City's current and future housing needs.

7.2 GOALS, OBJECTIVES AND POLICIES

GOAL - HOUSING (H):

To facilitate the provision of decent, safe, sanitary, healthy and affordable housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the city, while preserving and enhancing the community’s physical and social fabric, and cultural diversity, and while protecting the interests of special needs groups, and extremely low, very low, low, and moderate-income households.

ISSUE: Housing Quantity

The City has identified housing needs for the residents of St. Petersburg for the planning period covered in this plan. However, due to affordability issues and a scarcity of residentially zoned vacant land, the City must diligently work with the private sector and provide sufficient incentives to encourage the delivery of the varied housing residents need.

OBJECTIVE H1:

The City shall provide technical and financial assistance to the private sector to provide dwelling units of various types, sizes and costs to meet the affordable housing needs of existing and future populations of the city, including those participating in the Working to Improve Our Neighborhoods (W.I.N) program.

Policies:

H1.1 Provide information, technical assistance, and incentives to the private sector to maintain a housing production capacity sufficient to meet the required production.

H1.2 Develop working relationships with the private sector to improve the efficiency and expand the capacity of the housing delivery system.

H1.3 Review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive and overlapping requirements and resolving conflicting requirements, and amending or adding other requirements in order to increase private sector participation in meeting housing needs, while continuing to insure the health, welfare and safety of the residents.

H1.4 The City shall monitor the use of the Workforce Housing Density/Intensity Bonus Ordinance to ensure that affordable workforce housing units are produced.

H1.5 The City shall pursue an amendment to the Pinellas County Transportation Impact Fee Ordinance to reduce the impact fee for affordable housing projects.

H1.6 The City shall triennially through the efforts of the State Housing Initiatives Partnership Affordable Housing Advisory Committee review its development regulations to develop a variety of incentives to allow and encourage housing for extremely low, very low, low, and moderate income households.

H1.7 The City shall continue to participate in the W.I.N. Program with local lending institutions to offer low interest loans to extremely low, very low, low and moderate income families to rehabilitate and upgrade substandard homes.

H1.8 The City shall use its Affordable Housing Programs to encourage the rehabilitation of older housing stock into affordable housing.

H1.9 The City shall consider stimulating the development of affordable housing by converting vacant and underutilized city-owned property into surplus property, and making appropriate surplus inventory available for the development of affordable housing.

H1.10 The City shall provide information to the public about affordable housing, on its website, in brochures or through public presentations.

OBJECTIVE H1.b:

The City shall create a process for consideration of Affordable Housing projects pursuant to F.S. 166.04151(6).

OBJECTIVE H2:

The City shall develop ongoing programs to eliminate approximately 400 substandard housing units per year.

Policies:

H2.1 Increase code compliance and assistance activities through regular annual inspections of the housing stock in neighborhoods where code violations are more prevalent and in Neighborhood Partnership Program target areas and institute special concentrated code compliance and assistance activities where warranted.

H2.2 Seek federal and state funding, or otherwise provide local public funds for the demolition or rehabilitation of substandard housing.

H2.3 Assist neighborhood upgrading projects city-wide but especially in Neighborhood Partnership Program areas by providing code compliance and assistance, removing blighting influences, and concentrating improvements in such neighborhoods.

H2.4 Utilize the city-wide code compliance and assistance programs to cleanup the City's neighborhoods.

ISSUE: Extremely Low, Very Low, Low and Moderate Income Housing

Based on the housing analysis, the City has an unmet housing need for extremely low, very low, low and moderate income households. Due to a number of economic constraints, the private sector has not responded to the needs of this segment of our population. Strategies, programs and incentives have been implemented to assist the private sector in responding to this particular need.

OBJECTIVE H3A:

The City shall ensure that affordable housing for extremely low, very low, low, and moderate-income households, including households with special needs, is available to 35% of the new households forecasted by 2010. These units may be provided by natural filtration, rehabilitation programs, subsidies, new construction or other assistance programs by the private and public sectors.

OBJECTIVE H3B:

The City shall provide affordable housing incentives (such as revised Land Development Regulations and expedited permitting processing) to developers of affordable housing for the extremely low, very low and low income groups (see Policy H1.7).

Policies:

H3.1 The City shall support the efforts of the Housing Authority of the City of St. Petersburg and assist in their efforts to determine and develop sites and programs for housing for extremely low, very low, low, and moderate income persons. This assistance will include technical assistance to locate vacant residential land throughout the City; providing zoning, demographic, infrastructure and public facility information; and technical analysis for meeting the Housing Authority's criteria.

H3.2 Distribute publicly assisted housing equitably throughout the City to provide for a wide variety of neighborhood settings for extremely low, very low, low, and moderate income persons and to avoid undue concentrations in single neighborhoods.

H3.3 Encourage the formation and participate in a region-wide fair share housing distribution plan.

H3.4 Participate with the Pinellas County Housing Finance Authority in the use of bond funded and state "affordable housing" assistance loans and grants.

H3.5 Pursue federal sources of funding earmarked for extremely low, very low, low, and moderate income housing, and allocate a portion of the federal funds for the rehabilitation of such housing.

H3.6 The City shall support and participate in the Low Income Housing Network to assess, on a regular basis, extremely low, very low, low, and moderate income housing needs and recommend programs that should be instituted to facilitate and implement the City's Housing Goals, Objectives and Policies.

H3.7 The City shall consider the donation of excess City-owned, residentially zoned properties and in-fill lots to non-profit organizations that renovate or construct extremely low, very low, and low income households, such as Habitat for Humanity, Neighborhood Housing Services, Genesis and others.

H3.8 All residential districts designated by the land use plan and zoning map shall permit development of affordable housing for extremely low, very low, low, and moderate income households, preferably in developments containing units affordable to a range of income groups.

H3.9 The City shall continue to provide technical assistance to the private sector and the Housing Authority of the City of St. Petersburg in their programs to identify additional adequate sites for housing for extremely low, very low, low, and moderate income persons.

H3.10 All residential districts designated by the land use plan and zoning map shall permit development of manufactured homes that must be compatible with surrounding development and meet applicable building code regulations.

H3.11 Modify the impact fee requirements, including reduction or waiver of fees, and alternative methods of fee payment (a flat fee of $100 for permits in the target areas)[see Policy H1.5]

H3.12 The City will provide density bonuses to developers of affordable housing through the implementation of the Workforce Housing Denisty/Intensity Bonus Ordinance.

H3.13 The City shall continue to require departments to perform an affordable housing impact analysis prior to the adoption of any policies, procedures, ordinances, regulation and comprehensive plan amendments which could adversely affect the cost of affordable housing. The impact analysis shall answer the following questions:

A. Would an effect be to increase the cost of development (such as more landscaping, larger lot sizes, increased fees, require more infrastructure costs up front)?

B. Would an effect be to increase the time needed for development approvals?

C. Would an effect be to increase the long term cost of development (such as increased maintenance or building standards, or housing code changes)?

H3.14 The Real Estate and Property Management Department shall produce a printed inventory of local public lands available for affordable housing to be updated every three years.

H3.15 The City shall review the street widths and sidewalk requirements and the landscaping for vehicular use areas requirements to consider reduced requirements for qualified affordable housing projects by December 31, 2008 and every three years thereafter.

H3.16 The City will continue to coordinate its affordable housing lending policies with the Pinellas County Community Development Department to ensure the provision of extremely low, very low, low, and moderate income housing and continue to help provide this form of housing throughout the City. The City will continue to disseminate information regarding various Pinellas County housing assistance programs and help market them within St. Petersburg.

H3.17 The City will coordinate its plans to implement its affordable housing incentives program, including impact fee reductions or waivers or density bonuses, for example, with the Pinellas County Community Development Department for their use with the State Housing Incentives Program.

H3.18 The City shall triennially consider the adoption of affordable housing incentive strategies as specified in Section 420.9076, Florida Statutes, including the appointment of a committee to be known as the "Affordable Housing Advisory Committee."

H3.19 The City shall work with the U.S. Department of Housing and Urban Development, the Florida Housing Coalition, 1000 Friends of Florida, the Florida Housing Finance Corporation and local government bodies to protect dedicated affordable housing revenues as provided by the Housing and Community Development Department's Consolidated Plan for housing, homelessness and non-housing community development needs ("Consolidated Plan"), and the Sadowski Act, and funded through the Federal, State and Local Government Housing Trust Funds.

H3.20 The City shall offer density bonuses to developers who include on-site housing for extremely low, very low, low, and moderate-income households, within mixed income developments that include housing priced at market rate.

ISSUE: Mobile Home Parks

The City has an estimated 4,110 mobile homes in 15 mobile home parks within the City boundaries. There is a capacity for additional mobile homes within the parks which are not filled to capacity.

OBJECTIVE H4:

The City shall allow new mobile homes in existing mobile home parks when vacancies exist and the City shall allow mobile homes to be developed on vacant mobile home park zoned land unless this policy conflicts with some other policy related to public health, safety, or welfare, e.g., the coastal high hazard area.

Policy:

H4.1 The City shall review and issue permits for mobile homes that meet the requirements of the building code and zoning ordinance, and other applicable regulations.

ISSUE: Group Homes - Special Needs Households

The City currently (2008) has many group homes and allows them in residentially zoned districts. The State of Florida Agency on Health Care Administration currently licenses 62 Adult Living Facilities (ALFs) with a capacity of 1,963 persons and 15 Adult Family Care Homes (AFCHs) with a capacity of 59 persons. The Agency for Persons with Disabilities licenses 15 group homes with a capacity of 110 persons in St. Petersburg. The Department of Children and Families licenses ten (10) Child Caring Agencies with 169 residents.

OBJECTIVE H5:

The City shall permit group homes in all residential districts in accordance with the standards and criteria defined in the Land Development Regulations.

Policies:

H5.1 Community-based residential care facilities licensed by the State of Florida Health Care Administration shall be permitted at convenient, adequate and non-isolated sites within the residential or institutional areas of the City, where there is adequate infrastructure; provided they meet all the requirements of the Land Development Regulations, and are not within the Coastal High Hazard Area or susceptible to documented or anticipated flooding.

H5.2 The planning department shall monitor the development and distribution of group homes and residential care facilities to insure that adequate sites and infrastructure are provided and that over-concentration in any residential area is avoided.

H5.3 The City, through its building permit process, shall ensure the compliance of housing projects with the Americans with Disabilities Act (ADA), the Visitability Ordinance and Section 504 of the Rehabilitation Act requirements which prohibits discrimination against persons with disabilities.

ISSUE: Displacement/Relocation

As a result of infrastructure construction and expansion and as a result of development and redevelopment activities, residents may, from time to time, be displaced. Adequate relocation of these residents is necessary.

OBJECTIVE H6A:

The City shall utilize Housing and Urban Development (HUD) Notice CPD 88-33 guidelines and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 for displacements, where federal funds are used.

OBJECTIVE H6B:

The City shall implement and enforce the provisions of the City's Relocation Assistance Plan, where City funds are used.

Policies:

H6.1 Assure that reasonably located, standard housing at affordable costs is available to all persons displaced through public action prior to displacement.

H6.2 The City and Housing Authority of the City of St. Petersburg shall require that extremely low, very low and low income residents displaced by government action shall have first priority in obtaining public housing.

ISSUE: Historically Significant Housing

The City is fortunate to have historically significant housing and ordinances to protect appropriate structures. Additional historically significant housing may exist; therefore, it is important to provide technical assistance and education to those persons interested in designating historic housing.

OBJECTIVE H7:

Properties listed in the National Register of Historic Places or in the St. Petersburg Register of Historic Places shall be preserved and protected under the guidelines provided in the City's Historic and Archaeological Preservation Overlay. The City shall undertake efforts to identify and preserve historically significant buildings.

Policies:

H7.1 The City shall assist owners in the rehabilitation and adaptive reuse of historically significant housing by providing technical assistance and economic assistance programs such as property tax incentives, transfer of development rights, grants, and below-market interest rate loans.

H7.2 The City shall provide technical assistance to property owners of historically significant housing in applying for and utilizing state and federal assistance programs. The City shall also provide technical assistance in the completion of applications for local or National Register designation and other economic incentives provided for in the Land Development Regulations.

H7.3 To protect and preserve the City's historically significant housing stock, the City shall incorporate policies in the Land Development Regulations which discourage the demolition of historic resources in districts which are listed, or eligible for listing, in the National Register of Historic Places or the St. Petersburg Register of Historic Places.

H7.4 The City shall provide technical assistance to the commission(s) designated in the LDRs in its efforts to provide public information, education and technical assistance relating to historic preservation programs.

H7.5 The City shall identify neighborhoods with a concentration of historic housing which may be eligible for designation in the National Register of Historic Places or the St. Petersburg Register of Historic Places. The City shall provide information concerning the benefits and requirements of designation to those neighborhoods.

Issue: Housing Conservation and Rehabilitation

The majority of the City's housing stock is in sound condition requiring only minor maintenance. It is critical to ensure that the City's housing remain in a sound condition. Strategies and programs need to be developed, implemented and coordinated to conserve and rehabilitate the City's housing.

OBJECTIVE H8A:

The City shall help conserve and extend the useful life of the existing housing stock and shall continue to implement the neighborhood planning program and produce neighborhood plans on an ongoing basis.

OBJECTIVE H8B:

The useful life of the existing housing stock shall be conserved and extended, and neighborhood quality will be improved, by continued implementation of the Neighborhood Partnership Program, Working to Improve our Neighborhoods (W.I.N), the Certificate of Inspection Programs, and other programs.

Policies:

H8.1 The City shall review and amend where necessary the City housing and health codes and standards relating to the care and maintenance of residential and neighborhood environments and facilities.

H8.2 The City shall continue to schedule and concentrate public infrastructure and supporting infrastructure and supporting facilities and services to upgrade the quality of all existing neighborhoods including those identified in City Council approved neighborhood plans and needs studies/assessments.

H8.3 The City shall encourage individual homeowners to increase private reinvestment in housing by providing information on technical and financial assistance program.

H8.4 The City shall implement the Certificate of Inspection (CI) Program in Neighborhood Partnership (target) areas and other appropriate areas of the City designated by City Council to maintain housing code compliance.

H8.5 The City shall support the efforts of Community Housing Development Organizations (CHDOs) and other affordable housing developers in their target areas by providing funding, technical assistance and coordination between City programs and CHDO services.

H8.6 The City shall continue funding the Community Services Coordinators or similar type efforts and implement the Neighborhood Partnership Grant Program to upgrade the City's neighborhoods.

H8.7 The City shall actively coordinate the Neighborhood Partnership Program with other initiatives to ensure maximum results in all programs.

H8.8 The City shall actively coordinate City Council-approved neighborhood plan recommendations with other initiatives to ensure maximum results in all programs.

ISSUE: Housing non-discrimination

The HUD-sponsored project R.E.A.C.H., which documented the incidence of housing discrimination in the Tampa Bay Region, indicated that south Pinellas County (St. Petersburg) had one of the lowest incidences of housing discrimination in the region.

OBJECTIVE H9:

The City's Housing and Community Development Department in coordination with the Human Resources Department shall assess existing public, private non-profit and for-profit housing programs and identify potential ways to further increase access to affordable standard housing for all citizens, regardless of race, sex, age, handicap, ethnic background, marital status, familial composition or income level and shall prepare periodic reports to the City Council with recommendations for programs and action to combat housing discrimination.

Policies:

H9.1 Institute new efforts at informing housing services agencies and the general public regarding fair housing rights and responsibilities.

H9.2 Research the extent of housing discrimination occurring against families with children as a protected class.

H9.3 Adhere to state and federal accessibility standards for barrier free multifamily living environments needed by physically handicapped persons.

H9.4 Encourage the private sector to provide additional multifamily living environments needed by physically handicapped persons.

H9.5 Continue to notify the Pinellas County Human Rights Office whenever housing discrimination is reported.

ISSUE: The Homeless

The numbers of homeless in the nation are increasing. In the past decade, entire families have found themselves homeless. Estimates on the numbers of homeless in a given area are not representative of all the homeless because of the constraints of the survey methodology and the inherent nature of homelessness. According to the Pinellas County Coalition for the Homeless, there were 5,195 homeless persons in Pinellas County in 2007. The local response must include the public sector and private and religious organizations. It is vital to coordinate the efforts of the existing service organizations.

OBJECTIVE H10:

The City shall implement the 5 Year Strategies contained in the adopted Consolidated Plan and work with the Pinellas Coalition of the Homeless to implement its 10-year plan to end homelessness, to provide housing and services for the homeless, promote transition to independence and prevent homelessness, including:

- Facilitating the rehabilitation/expansion of existing emergency, transitional and permanent supportive housing and facilities for the homeless to increase the capacity by 100 beds.
- Facilitating the acquisition/rehabilitation of vacant properties for emergency, transitional and permanent supportive housing and facilities for the homeless by supporting the development of one homeless inebriate reception-recovery center.

- Supporting programs to provide support services to meet the basic needs of the homeless, including food and clothing, drop-in services, medical and mental health services, outreach, service coordination and advocacy and supporting the development of at least five new supportive transitional or permanent facilities for homeless families or persons with special needs.

- Supporting programs to promote the transition from homelessness to self-sufficiency and independence, including job and life skills training, child care and transportation services and housing assistance to 5,000 people per year, and promoting mixed-use supportive housing.

- Working with Catholic Charities to develop a 50-unit, 80-bed, permanent housing facility at Pinellas Hope for homeless persons.

Policies:

H10.1 The City shall actively maintain membership in the Pinellas County Coalition for the Homeless.

H10.2 The City shall coordinate the local civic and church organizations who feed and assist the City's homeless.

H10.3 The City shall continue to seek state and federal funding for additional emergency, transitional and permanent housing to supplement that being provided by private non-profits and religious organizations.

H10.4 The City shall work with the Pinellas County Coalition of the Homeless to conduct "point-in-time" surveys to assess the size and needs of the homeless population. These surveys will be conducted during the month of January of each year.

ISSUE: Housing Strategy

A variety of housing programs have been identified in the technical documentation and several new programs have been implemented by the City. In addition, the survey results from the citywide codes survey and from target neighborhood plans have become available for use. There is need to evaluate all current programs, and potential future housing programs, and match substandard housing data with program objectives and specific target areas.

OBJECTIVE H11:

The City shall continue to implement the Consolidated Plan, evaluate the plan annually, and update the resulting implementation schedule as necessary.
Policies:

H11.1 The plan review will identify target areas of the City for redevelopment, conservation, and rehabilitation.

H11.2 The plan review shall identify alternative programs and funding sources, in addition to evaluating the current programs available.

H11.3 The review of the redevelopment alternative shall include a review of the necessary legal and regulatory mechanisms to complement a redevelopment plan, and propose amendments to the appropriate legislation or city codes.

H11.4 Review of the redevelopment alternatives shall consider innovative techniques and mechanisms for creative site planning, encouraging a mix of housing types, density bonuses and other flexible techniques.

H11.5 Review of the redevelopment alternative shall consider incentives to encourage residential redevelopment activity by the private sector.

ISSUE: Downtown Residential Redevelopment

Since the early 1980's, downtown redevelopment strategies in St. Petersburg have focused mainly on stimulating business, commercial and public use facilities. There has been significant retail and office redevelopment since the adoption of the Intown Redevelopment Plan in 1982. New businesses and thousands of new employees in conjunction with a new active image (museums, Tropicana Field, Renaissance Vinoy Resort, and restaurants) are reshaping attitudes about downtown St. Petersburg. However, there is a lack of mixed uses, including residential uses to balance the retail and office development required to make the area totally successful as a vibrant center in the City. The absence of such active strategies to develop downtown residential areas have magnified the incidence of abandoned and boarded-up buildings, empty lots and deteriorating conditions, which are impediments to continued new investment. These areas would be effectively addressed by a complete strategy to promote downtown residential development. The City currently has a Downtown Residential Strategies study which specifically addresses housing and the required amenities for the redevelopment.

OBJECTIVE H12:

The City shall evaluate and implement, as appropriate, the Downtown Residential Strategies study to develop a strong residential base and the required amenities necessary to address the overall development of downtown and revitalize the City’s center.

Policies:

H12.1 Amend the City's Intown Redevelopment Plan to include the appropriate components of the Downtown Residential Strategies.

H12.2 Encourage medium density residential development, including combinations of new construction, in-fill development and rehabilitation, and mixed-use development, including neighborhood commercial (restaurants/retail/services).

H12.3 Undertake selected street "calming” projects to "humanize" street width dimensions, create two-way residential street scale, and increase on-street parking.

H12.4 Provide strategic city investments in public infrastructure to promote residential development, e.g., parks, streetscape improvements, sidewalks, and utilities.

H12.5 Work with the recommendations of the Permitting Task Force as presented to City Council on August 15, 1996, to facilitate housing development in the downtown area.

H12.6 Support citizen or private initiatives to create a Historic District or Districts, where appropriate, to promote restoration as an integral part of the residential redevelopment strategy, and to take advantage of building and fire codes relief and financial incentives.

H12.7 Develop City financial incentives to enhance the feasibility of downtown residential development.

H12.8 Work with the private sector to help establish a financing mechanism to aggressively fund and promote downtown residential development.

OBJECTIVE H13:

To provide safe, sanitary, affordable housing that maximizes resource efficiency while reducing the environmental and sociological impacts of relocation, construction, rehabilitation, restoration and building removal, by establishing a green building program.

Policies:

H13.1 The City shall establish a green building incentive program based on the best available science, by October 2010. The City shall work with Pinellas County, the University of South Florida, the Florida Green Building Coalition, the Florida Solar Energy Center, the U.S. Green Building Council, the U.S. Department of Energy, and the U.S. Environmental Protection Agency (EPA) to determine the best available science. Green building certification shall consider environmental protection, resource conservation and human health considerations over the lifecycle of the development. Dependent on a project's certification, the incentive program may allow for fee relief, expedited permitting and development review, relaxed lot size and setback requirements.

H13.2 The City shall actively seek rebates to offer to residential consumers of alternative and efficient energy design, construction and operation technologies and methods.

H13.3 The City shall promote the incorporation of US EPA Energy Star Building and Appliances programs into construction and rehabilitation practices. The City shall make_literature regarding US EPA Energy Star Building and Appliances programs available to developers, contractors and the general-public. The City shall promote US EPA Green Building, Comprehensive Procurement Guidelines for Recycled Content Materials, and Construction and Demolition (C&D) Waste Management Program.

H13.4 The City shall educate the public about the economic and environmental benefits of resource efficient design, construction and demolition.

H13.5 The City's LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high density locations.

H13.6 The City shall encourage higher density development in its Planned Redevelopment future land use map categories through implementation of the LDRs. This type of development will help reduce GHGs and minimize carbon footprints.

H13.7 The City shall provide housing density bonuses for workforce housing as outlined in the LDRs.

H13.8 The City shall continue to provide for an expedited plan review for housing projects which promote energy conservation and the use of LEED construction methods.

RECREATION AND OPEN SPACE ELEMENT

Sections:

8.1 INTRODUCTION
8.2 GOAL, OBJECTIVES AND POLICIES
ISSUE: Provision of services according to the adopted level of service
ISSUE: Access to municipal recreation and open space sites
ISSUE: Provision of semi-public and private recreation resources
ISSUE: Provide 50% green permeable open space in the City
ISSUE: Protect natural resources in City parkland
ISSUE: Protect archaeological resources in City parkland
ISSUE: Assure equal access to recreation opportunities

8.1 INTRODUCTION

The purpose of this element is to provide for the protection, maintenance and enhancement of existing recreation and open space resources and to plan for the needs of future populations, based on established level of service standards.

St. Petersburg began planning for recreation and open space needs in 1971 when a citizen's committee formulated a statement, Goals for St. Petersburg, which became the basis for a long-range Conceptual Plan, adopted in 1974. The first Recreation/Open Space element was a subsection of the Land Use Plan adopted in 1977. The current element was adopted in 1989.

8.2 GOALS OBJECTIVES AND POLICIES

GOAL-RECREATION/OPEN SPACE (R):

The City shall retain, preserve, restore and develop the City's open space and parkland resources to provide a variety of quality leisure opportunities to residents and visitors, while providing maximum long term protection to natural resources such as vegetation, air and water quality, wildlife and aesthetic values.

ISSUE: Provision of services according to the adopted level of service

The City owns and maintains parks, recreation sites, open space areas and special facilities such as golf courses, libraries and stadiums. Using a level of service standard of 9 acres per 1,000 population, the City has an adequate supply of usable recreation and open space areas. The City recognizes that the provision of recreation and open space facilities requires appropriate maintenance of existing facilities.

Objective R1:

The City shall ensure that parks, open space and recreation facilities are efficiently and adequately provided and effectively maintained for all segments and districts of the population according to the level of service standards established for the City.

Policies:

R1.1 The City shall adopt and maintain the following Level of Service standard: 9 acres of usable recreation and open space acres per 1,000 population.

R1.2 The City will utilize as long-range guidelines the service radius areas for recreation equipment defined in Table 3 of the Recreation and Open Space element (TSD).

R1.3 Existing facilities and open space will be adequately maintained by the Recreation and Parks Departments, including funding of routine maintenance projects in the General Fund and CIP program.

R1.4 There will be no net loss of usable recreation and open space acreage as a result of land use plan changes and sale of parkland, or non-park uses. The revenues from the sale of parkland should be used for the acquisition and development of parkland.

R1.5 Priority in parkland acquisition, development and upgrade will be given to sectors or neighborhoods which do not meet established guidelines for recreation facilities and open space.

R1.6 The City shall evaluate the need for new and expanded recreational facilities based on the following criteria:

- Established service area radius for each specific facility (e.g., playgrounds -- 1 mile, swimming pools -- 2.5 miles).
- Major man-made or natural boundaries or barriers (physical barriers such as interstate highways or major roadways) and neighborhood association boundaries.
- Land Use Compatibility.
- Demographic information taken from the Census Tracts (e.g., age, population size).
- Direct feedback and survey input.

R1.7 The City shall evaluate the need for and prioritize the replacement, upgrading or repairing of existing facilities based on the following criteria: age, condition, annual maintenance requirements and the projected service life remaining for the facilities, as well as:

- The established service area radius for each specific facility (e.g., playgrounds -- 1 mile, swimming pools -- 2.5 miles).

- Major man-made or natural boundaries or barriers (physical barriers such as interstate highways or major roadways) and neighborhood association boundaries.

- Demographic information taken from the Census Tracts (e.g., age, population, size).

- Direct community feedback and survey input.

R1.8 Notification of plans for new or expansion of land area or facilities of parks within approximately ¼ mile of the City limits will be forwarded to the neighboring government and, if located within approximately ¼ mile of a public educational facility, notification will be forwarded to the School Board for comments pertaining to the proposed action in relation to their respective plans.

ISSUE: Access to municipal recreation and open space sites

The City recognizes that vehicular, pedestrian and bicycle access to and the availability of information about municipal recreation and open space facilities are important components of the provision of recreation and open space resources.

Objective R2:

The City shall, as improvements are made to individual parks, develop a plan for the park system to provide public access to all existing and planned recreational areas, especially waterfront areas, through vehicle, bicycle and pedestrian access facilities.

Policies:

R2.1 Park property identified on the City Charter Park and Waterfront Map will not be sold without voter approval.

R2.2 Waterfront access points will be well marked; additional waterfront public access points will be provided in the future while private property rights will be protected.

R2.3 Public access to waterfront consistent with public safety concerns and private property rights shall be provided as described by Plan Objective CM9 and Policy CM9.1 through CM9.6.

R2.4 The City shall continue to maintain and further develop bicycle trails.

R2.5 The City shall continue advertising and promotion to increase awareness among permanent and seasonal populations about municipal recreation opportunities.

R2.6 Access points to public parkland will continue to be required as a condition of site plan approval where appropriate.

R2.7 The City shall continue to integrate transportation systems such as bikeways and public transportation to provide access to recreation and open space facilities.

R2.8 The Parks Department will continue to mark City parks with consistent signage which identifies municipal parkland.

R2.9 The City shall continue to maintain and further develop access points to the Blueways network within Pinellas County, which is comprised of a saltwater paddling trail designed in conjunction with Pinellas County and the State of Florida Office of Greenways and Trails.

ISSUE: Provision of public, semi-public and private recreation and cultural resources

There are many public, semi-public and private recreation and cultural facilities in St. Petersburg. These resources add quantity and variety to the recreation and cultural opportunities in the City. The City recognizes the need to coordinate municipal cultural and leisure opportunities with semi-public and private resources to assure distribution of facilities in the City and prevent duplication of services.

Objective R3:

The City shall maintain and coordinate an inventory of private, semi-public and public recreational and cultural facilities to assure distribution and prevent duplication of services throughout the City.

Policies:

R3.1 Encourage the private sector to continue to provide recreational and cultural facilities and programs.

R3.2 Coordinate innovative and cooperative recreational and cultural projects between the City and the private sector.

R3.3 Utilize the site plan review process to assess recreation needs and provision of recreational facilities and open space in new development and redeveloping areas.

R3.4 The inventory of recreational facilities provided by apartment and condominium complexes will be periodically updated.

R3.5 Cosponsorship of recreational and cultural events such as races, festivals and athletic events, using City facilities as a location for these events, will continue to be encouraged by the City.

R3.6 The Recreation and Parks Departments will increase the number of intergovernmental agreements with the Pinellas County School Board for public use of Pinellas County school property with St. Petersburg.

R3.7 The City will continue to monitor and update, as needed, the Cultural Plan.

R3.8 The City will continue to increase access to arts programs, public art and other cultural amenities throughout the City by implementing the Cultural Plan.

ISSUE: Provide 50% green permeable open space in the City

The City has set a goal of maintaining 50% green, permeable open space in the City. This goal will be met through maintenance of city parkland and enforcement of setback and landscaping requirements in the Land Development Regulations.

Objective R4:

The City shall coordinate public, semi-public and private resources to provide adequate, appropriate open space requirements in the Land Development Regulations to maintain a Citywide total of 50 percent green, permeable open space within the City.

Policies:

R4.1 To maintain the goal of 50% green permeable undeveloped land suitable for passive recreation or conservation use (open space) in the City, the City shall continue to implement the Land Development Regulations relating to vegetation, grounds improvement, and drainage; and shall revise the regulations when necessary.

R4.2 The City shall pursue designation and acquisition of open space areas in new and redeveloping areas through creation of green permeable areas in easements and traffic islands, in compliance with the City's Land Development Regulations.

ISSUE: Protect natural resources in City parkland

Environmental preservation areas exist in many municipal recreation and open space areas. Preservation areas are inventoried in the Conservation Element of the Comprehensive Plan. The City recognizes the need to protect natural resources in recreation and open space areas.

Objective R5:

Protect and enhance the City-designated preservation areas within recreation and open space facilities so as to encroach no more than 5 percent where allowed.

Policies:

R5.1 Designate environmental preservation areas using the criteria defined in the Land Development Regulations.

R5.2 Permit use of preservation areas which retain or enhance the natural characteristics for which the area was designated preservation.

R5.3 Continue to promote environmental education and low-impact uses of preservation areas such as the Environmental Studies Area at Boyd Hill Nature Park.

R5.4 Continue to implement the section of the Land Development Regulations which identifies the process for application and evaluation of encroachment in preservation areas.

R5.5 Preserve preservation areas in accordance with the Land Development Regulations.

R5.6 Environmental preservation areas within City parkland will be eligible for restoration with the Environmental Enhancement Program, which is implemented by the planning department.

ISSUE: Protect archaeological resources in City parkland

There are many archaeological resources located within recreation and open space areas. These resources have been inventoried and are identified in the Recreation and Open Space Element. The City recognizes the need to protect these resources from adverse impact.

Objective R6:

Protect all significant archaeological resources located on City parkland from development and theft.

Policies:

R6.1 The Parks Department shall be responsible for insuring that any proposed parkland development will not adversely impact a significant archaeological site.

R6.2 The Archaeological Resources Management Plan will guide the Parks Department and the planning department in determining which City parkland sites are significant and will be protected from encroachment, development, and theft.

R6.3 The Recreation and Parks Departments will be responsible for insuring that individuals and groups do nothing that might damage the integrity of significant archaeological sites located on City parkland.

ISSUE: Assure equal access to recreation opportunities

Special populations such as the elderly, physically and mentally handicapped and young children have unique recreation needs. Specific needs of special populations can be identified through a recreation survey. The City recognizes the need to provide equal access to recreation opportunities for all citizens of St. Petersburg.

Objective R7:

The City shall provide adequate recreational opportunities for all persons within the community regardless of age, race, religion, ancestry, sex, place of birth, handicap or national origin and shall implement the improvements necessary to provide access to recreation facilities for all persons.

Policies:

R7.1 When a City recreation facility is renovated, handicapped accessible features such as wheelchair ramps, wheelchair accessible restrooms and paths will be added where feasible.

R7.2 The City shall continue to provide therapeutic recreation programs and coordinate with community agencies serving young children, the elderly, and the physically and developmentally challenged.

R7.3 New municipal recreation facilities will be designed and built to be handicapped accessible, under the advisement of CAPI, the City's task force on handicapped accessibility.

R7.4 The City will reexamine recreation programs and their fee structures to ensure the needs of special populations, including the economically disadvantaged, are being met.

R7.5 The City shall continue to create and provide recreational programs and activities specifically designed for pre-teen and teen involvement.

POTABLE WATER SUBELEMENT

Sections:

9.1.1 INTRODUCTION
9.1.2 GOAL, OBJECTIVES AND POLICIES
ISSUE: Rehab/Upgrade of Potable Water Facilities
ISSUE: Extension of Potable Water Facilities
ISSUE: Level of Service Standards for Potable Water
ISSUE: Potable Water Conservation
ISSUE: Five Year Schedule of Capital Improvement Needs for Potable Water
ISSUE: Maximum Use of Existing Potable Water Facilities
ISSUE: Compliance with Regulations Pertaining to Potable Water Quality
ISSUE: Wellfield Protection

9.1.1 INTRODUCTION

The reliable supply, treatment and distribution of potable water is vital to the health, safety and welfare of urban areas. The citizens and officials of the City of St. Petersburg have long been involved with provision of adequate quantity and quality of potable water. During the latter part of the 1920's, it became apparent that existing wells could not supply the potable water needs of an expanding population. Also, because the quality of water being pumped from existing wells was becoming increasingly mineralized, City officials began investigating alternative locations for well fields. In 1929, the "Citizen's Water Committee" evaluated a number of possible solutions and ultimately recommended the Cosme-Odessa Plan, which led to the development of well fields in Hillsborough County and later in Pasco County.

Subsequent to these early efforts, the complexities associated with potable water provision have increased significantly.

In the mid 1970's, the City of St. Petersburg, Pinellas County and Pasco County jointly developed the Cypress Creek Wellfield located in Pasco County. That wellfield was then transferred to the newly formed West Coast Regional Water Supply Authority (WCRWSA).

The West Coast Regional Water Supply Authority was comprised of member governments from the City of Tampa, City of St. Petersburg, Hillsborough County, Pinellas County and Pasco County. In addition, the City of New Port Richey was made a non-voting member of the WCRWSA. As the needs of urban areas multiplied, concerns of rural interest, where well fields are located, increased. Growing competition and tension led to the involvement of a number of state and local agencies which are charged with varying responsibilities revolving around the supply, protection, regulation, and administration of potable water. The concern of water quantity and quality has also become a problem on a national level. Additional federal programs, agencies, regulations, and standards have been developed that have further increased the complexities of water management.

On June 10, 1998, in an effort to cooperatively manage water supplies in the Tampa Bay area, the WCRWSA was reformulated as Tampa Bay Water through an Interlocal Agreement and other related contracts, known as the "Governance Agreements." Members in the Authority include: Pinellas County, City of St. Petersburg, Hillsborough County, City of Tampa, City of New Port Richey and Pasco County. Tampa Bay Water has the obligation under the Governance Agreements to develop, recover, store and supply potable water to the member governments. This responsibility includes managing existing water supplies as well as developing new supplies. In addition, St. Petersburg, Tampa Bay Water and the other member governments entered into a "Partnership Agreement" with the Southwest Florida Water Management District to reduce pumping from existing wellfields and to develop new, non-groundwater resources partially funded with District money.

This element will be limited to identifying the existing and future potable water needs of the City of St. Petersburg, and major factors and constraints that affect the Comprehensive Planning effort.

9.1.2 GOALS, OBJECTIVES, AND POLICIES

GOAL-POTABLE WATER (PW):

The City of St. Petersburg will provide high quality potable water to meet existing and future demand of the St. Petersburg water district service area, as designated in the comprehensive plan, which uses existing facilities in a cost-efficient and effective manner.

ISSUE: Rehab/Upgrade of Potable Water Facilities

The St. Petersburg Water District Service Area (WDSA) encompasses the cities of St. Petersburg, Gulfport, and South Pasadena and the unincorporated areas of Bear Creek, Lealman, Gandy, and Bay Pines.

The St. Petersburg WDSA distribution system delivers high quality water to all its customers. However, various components of the system were built at least 30 years ago and are in need of rehabilitation and upgrade. Any performance deficiencies identified in this element have been or will be addressed in accordance with the Capital Improvements Element five-year schedule and the 10 Year Water Supply Facilities Work Plan included in the Potable Water Subelement.

OBJECTIVE PW1:

Water distribution system rehabilitation projects identified in this element will be completed in accordance with the Five Year Schedule of Capital Improvements and the 10 Year Water Supply Facilities Work Plan.

Policies:

PW1.1 Projects needed to rehabilitate the aging water distribution system shall be given priority in the formulation and implementation of the annual work programs of the City Department responsible for the project.

PW1.2 Whenever economically feasible the Water Resources Department will seek to rehabilitate/upgrade existing facilities as an alternative to new construction.

PW1.3 The Water Resources Department will provide necessary protective measures during construction of the improvements to minimize conditions that would create adverse health or environmental impacts.

PW1.4 The 10 Year Water Supply Facilities Work Plan, as part of this Potable Water Subelement, shall be updated every 5 years in accordance with Section 163.3177(6)(c), F.S.

ISSUE: Extension of Potable Water Facilities

Excess capacity exists in the water system infrastructure. Therefore, expansions are primarily related to providing service to new water customers, adequate fire protection and sufficient supply of water to developing areas.

OBJECTIVE PW2:

Projected demand and area specific needs through the year 2020 will be met by the projects identified in the Water Master Plan, dated January, 1999, and subsequent updates and reflected in the Five Year Schedule of Capital Improvements located in the Capital Improvement Element, and the 10 Year Water Supply Facilities Work Plan in the Potable Water Subelement.

Policies:

PW2.1 The Water Resources, Budget and planning Departments shall review the work program annually to ensure that service levels of all facilities are maintained.

PW2.2 The Water Resources Department shall obtain or ensure that authorized contractors obtain all required federal and state permits prior to construction or operation of facilities.

PW2.3 The City will coordinate annually, or more often as needed, with Pinellas County staff for the purpose of determining future unincorporated area needs for potable water in the City's service area.

PW2.4 The City shall participate in the Southwest Florida Water Management District's regional water supply planning efforts to assure coordination between the Regional Water Supply Plan and the City's Water Supply Work Plan.

ISSUE: Level of Service Standards for Potable Water

Development activities on available vacant land will have a negligible affect on the City's utility facilities because the City is approximately 95% built out. In comparison, the City's water system is designed for 68.4 million gallons per day. Current water demand is about 31 million gallons per day (45%). Land use amendments may alter demand projections and potentially create a temporary capacity deficit. Therefore, level of service of standards have been established for potable water.

OBJECTIVE PW3:

The City will continue to implement the Concurrency Management System and all annexation review procedures in order to ensure that at the time of a land annexation or land use plan change adequate facility capacity is available or will be available to service the development.

Policies:

PW3.1 The following level of service standard for average day demand is hereby adopted to determine the availability of facility capacity prior to a land use plan change or annexation: 125 gallons per capita per day (gpcd). The maximum day to average day ratio will be 1.25.

PW3.2 The level of service for peak hour rates are 210 percent of total annual average day rates.

PW3.3 The City shall adopt a level of service standard for minimum pressure of 20 psig at curbside.

PW3.4 The City shall adopt a level of service standard for storage capacities which equals at least 50 percent of average day demand.

PW3.5 All improvements, expansions, or increases in capacity to the facilities shall be compatible with the adopted level of service standards.

PW3.6 Procedures to update demand and capacity of the facilities shall be developed, in a cooperative effort, by the departments of Water Resources, Engineering, and planning.

PW3.7 The Water Resources Department shall prepare an annual report on capacity and demand for the water system. The planning department shall be responsible for the review of this report.

PW3.8 The planning department will coordinate with all local governments within the designated service areas to ensure that their comprehensive plans and any future land use changes are compatible with the City's Potable Water Subelement of the Comprehensive Plan.

PW3.9 All development shall be timed and staged in conjunction with provision of existing water supply.

PW3.10 The City shall review the level of service analysis annually using data from the City, Pinellas County, Southwest Florida Water Management District (SWFWMD), and Tampa Bay Water.

PW3.11 The City shall continue to develop and implement water conservation program initiatives that could offset the use of potable water.

PW3.12 The City will coordinate with service providers (e.g., Pinellas County for potable water and the City of Largo for sewer) that have no regulatory authority over the use of land in the City to develop recommendations that address ways to improve coordination of the City's concurrency management methodologies and systems, and levels of service.

ISSUE: Potable Water Conservation

All of the potable water used in the St. Petersburg WDSA is obtained from Tampa Bay Water. Due to regional fresh water supply limitations, a need exists to ensure high quality water is not wasted or used for purposes that do not need potable water. For example, irrigation can be accomplished through highly treated wastewater effluent.

OBJECTIVE PW4:

The City shall continue to implement the following measures which actively pursue the conservation of potable water and protect sensitive natural resources:

1) The Water Resources Department will continue to monitor and replace water meters as they age and become less accurate. This program will ensure that consumers pay for the full amount of water consumed and will discourage wasteful and non-essential use of water.

2) Indoor and outdoor water conservation kits will continue to be provided free of charge upon request from the Water Resources Department.

3) The City will cooperate with the SWFWMD and other Tampa Bay Water communities to implement irrigation watering restrictions.

4) The Water Resources Department will implement the optimization of the Reclaimed Water System according to the Reclaimed Water Master Plan, dated August, 1999, and subsequent updates.

5) The City will continue to enforce the currently applicable Plumbing Code through on-site inspections. This Code prohibits installation of water closets with capacities greater than 1.6 gallons per flush in new residential construction or in significant renovations. Also prohibited is the installation of water closets with capacities greater than 3.5 gallons per flush in non-residential applications. The Code also prohibits installation of shower heads that are capable of exceeding 2.5 gallons per minute.

Policies:

PW4.1 The City shall continue to cooperate with the SWFWMD and Tampa Bay Water and Pinellas County in developing environmental and hydrologic data that will identify reliable potable water sources of acceptable quality in existing and future well fields, and submit plans that protect and conserve water resources when necessary.

PW4.2 The Water Resources Department shall continue to construct improvements based on sound environmental data to provide maximum reasonable protection to the environment.

PW4.3 The Water Resources Department shall provide safeguards that will minimize health hazards related to the provision of potable water.

PW4.4 The City shall continue its public information program aimed at long-term water conservation, with several components that are designed and administered with the goal of effectively reducing the amount of potable water used, including:

- metering all potable water users to gauge the total amount of water used and discourage waste and charging for water based on a water conserving rate structure;
- making available to residents water saving devices for indoor and outdoor use;
- aggressively enforcing SWFWMD's and the City's outdoor watering restrictions;
- requiring that water saving toilets and shower heads be used in all new construction and remodeling;
- using reclaimed water;
- reducing water treatment losses at the Cosme Water Treatment Plant; and
- reducing unaccounted losses due to illegal hook-ups, leaks, and operations and maintenance problems.

PW4.5 The Water Resources Department will continue to utilize water treatment techniques that conserve resources and minimize adverse environmental impacts.

PW4.6 The City shall encourage the public, by education, demonstration, and example, how to select, plant, and maintain native plants and trees to help reduce irrigation requirements and promote xeriscaping.

PW4.7 The City shall continue to require the use of water saving plumbing fixtures for new construction and remodeling, and shall investigate additional building code modifications that can reduce water usage.

ISSUE: Five Year Schedule of Capital Improvement Needs for Potable Water

The City will continue to provide reliable and safe service for potable water for each service area. This effort will require identifying future needs, the associated costs, and the ability to pay for them.

OBJECTIVE PW5:

The City shall maintain a five-year schedule of capital improvement needs for public facilities to be updated annually in conformance with the review process for the Capital Improvement Element.

Policies:

PW5.1 The Water Resources Department shall be responsible for evaluating and ranking capital improvement projects proposed for inclusion in the five-year schedule of capital improvements taking into account the 10 Year Water Supply Work Plan and the Southwest Florida Water Management District's Regional Water Supply Plan. The City departments of planning and Budget shall review these recommendations.

PW5.2 Proposed capital improvement projects will be evaluated and ranked on eight categories (see Capital Improvements Element, Policy CI5.1).

PW5.3 The departments of Water Resources, Finance, and Budget will continue to seek innovative but fiscally sound and cost-effective techniques for financing water facilities.

ISSUE: Maximum Use of Existing Potable Water Facilities

The City has recognized the need to minimize capital expenditures on new facilities through routine maintenance and using existing facilities to their fullest potential.

OBJECTIVE PW6:

The City shall not construct a new facility until maximum capacity has been reached at the present facility.

Policies:

PW6.1 The City shall encourage higher intensity uses wherever feasible to maximize the use of current facilities and reduce urban sprawl.

PW6.2 Compact growth shall be encouraged by following the criterion in the Capital Improvements Element, Policy CI5.1 [Locational Needs Based on Projected Growth Patterns (Activity Centers)], which is used as a factor of evaluation for proposed capital improvement projects. This criterion supports capital improvement expenditures that serve development in Activity Centers.

PW6.3 The City shall minimize capital expenditures on facilities through routine maintenance and using existing facilities to their fullest potential.

ISSUE: Compliance with Regulations Pertaining to Potable Water Quality

Public water supply safety in Florida is governed primarily by the Florida Department of Environmental Protection (FDEP) and local offices of the Florida Department of Health. Federal law, through the Federal Safe Drinking Water Act, as amended, mandates the minimum standards for potable water supply systems. Permitting of potable supplies through FDEP requires appropriate treatment prior to distribution. The safety of St. Petersburg's water supply is an overriding goal of the City. This safety considers the water quality aspects of the water, as well as the ability of the City's system to meet potable water demands. It is imperative that the City's water supply be of sufficient quantity and quality to ensure safe and reliable use.

Staff of the City’s Department of Water Resources, Water Quality Team, is responsible for the planning, monitoring, sampling, analysis, and data management required to deal with all environmental compliance issues and the management of the City's water supply and distribution programs.

OBJECTIVE PW7:

The City shall continue to monitor and test finished water quality to provide a safe supply of potable water.

Policies:

PW7.1 The Water Quality Team shall be maintained and properly staffed.

PW7.2 The City will continue to develop qualified laboratory personnel to test and monitor water quality.

PW7.3 The Environmental Compliance Division will continue to function as the primary source for the testing of all water quality parameters and shall maintain any necessary accreditation and permits to perform the required sample collection and testing.

ISSUE: Wellfield Protection

All of Tampa Bay Water's water supply sources are located outside of the St. Petersburg city limits. Protection of these water supply sources is critical to assuring a safe and reliable potable water supply.

OBJECTIVE PW8:

The City shall pursue protection of potable water resources by reviewing, commenting, attending public hearings and taking other appropriate action either individually or in cooperation with Tampa Bay Water on development and land use changes which negatively impact Tampa Bay owned well fields or other owned water resources.

Policies:

PW8.1 Based on State Policy (8)(b)10, the City, either individually or in cooperation with Tampa Bay Water, shall continue to review the Hillsborough County and Pasco County Aquifer Recharge Subelements and submit formal comments and concerns regarding protection of quantity and quality of ground water.

PW8.2 The City, either individually or in cooperation with Tampa Bay Water, shall encourage SWFWMD to complete the regional inventory of prime recharge areas and supports the use of the inventory as a means to review and determine consistency of the affected municipalities, counties, and regional planning agencies.

PW8.3 The City supports Hillsborough County's comprehensive set of land use regulations and performance standards for development activities proposed within areas of high aquifer recharge/contamination potential (Conservation and Aquifer Recharge Element, Hillsborough County Comprehensive Plan, Objective 4, Policy 4.4) and shall review and comment on these regulations and standards.

PW8.4 Within the cone of influence of Tampa Bay Water's wellfields located in Hillsborough and Pasco Counties, the following criteria shall be recommended:

a) No landfills of any nature;

b) No septic, sewage or industrial sludge disposal;

c) Septic tanks shall be limited to one per acre and shall be required to have five feet of unsaturated soil between the bottom of the drainfield and the top of the wet season water table;

d) No storage, disposal or discharge of any hazardous constituents;

e) All underground storage tanks shall have secondary containment or be raised above ground;

f) Any domestic wastewater treatment plant shall be a Class 1 facility, with a 24-hour Class A operator. Domestic wastewater discharges shall be subject to all the treatment and monitoring requirements of DEP's reuse rule, F.A.C. Chapter 17-6.

g) Underground facilities for the transportation of waste water, or pollutants defined in Section 376.031(16), F.S. shall be subject to the following G-1 Rule Leakage criteria:

   i) Transportation of domestic raw waste water - leakage of no more than 50 gallons per inch per mile;

   ii) Transportation of pollutants in Section 376.3019(12), F.S. or any contaminant in Section 403.301(1), F.S. shall be constructed to ensure no leakage into the soil or ground water.

SANITARY SEWER SUBELEMENT

Sections:

9.2.1 INTRODUCTION
9.2.2 GOALS, OBJECTIVES, AND POLICIES
ISSUE: Rehabilitate/Upgrade Projects for Sanitary Sewer
ISSUE: Expansion of Wastewater Facilities
ISSUE: Maximum Use of Existing Wastewater Facilities
ISSUE: Level of Service (LOS) Standards for Wastewater
ISSUE: Five-Year Schedule of Capital Improvement Needs for Wastewater
ISSUE: Reduction of Environmental Impacts Caused by Effluent Disposal

9.2.1 INTRODUCTION

The Sanitary Sewer Subelement of the Comprehensive Plan has been written to meet the requirements of the Community Planning Act, Chapter 163, Florida Statutes (F.S.). The subelement updates earlier master plans, along with the 1989 Comprehensive Plan element, and covers a twenty-year planning period.

The overall purpose of the Sanitary Sewer Subelement is to identify the service area, provide an inventory of the existing system, and identify future needs based on level of service standards. Much of this subelement is based upon data generated by the City's Water Resources Department. Primarily, the subelement coordinates with and synthesizes this large quantity of data and research compiled by Water Resources, with Level of Service, predominant land use categories, and population projections prepared by the planning department. Goals, objectives, and policies have been developed to reflect the City's existing and projected sanitary sewer needs, along with priorities and strategies for the future.

9.2.2 GOALS, OBJECTIVES, AND POLICIES

GOAL-SANITARY SEWER (SS):

Provide the most cost effective and efficient provision of sanitary sewer service while providing maximum practical protection to the environment and public health at a cost consistent with the public ability and willingness to pay.

ISSUE: Rehabilitate/Upgrade Projects for Sanitary Sewer

The principal problem associated with the City's sanitary sewer system is maintenance because most of the facilities are maintenance intensive, St. Petersburg is built out, and the system is in place. Also, parts of the system are deteriorating because the facilities are between 25 and 70 years of age.

OBJECTIVE SS1:

Sanitary Sewer system performance deficiencies will be corrected through the Capital Improvement Element's Five-Year Schedule of Capital Improvements.

Policies:

SS1.1 The projects shall be undertaken in accordance with the schedule provided in the Capital Improvement Element's Five-Year Schedule of Capital Improvements.

SS1.2 Priority shall be given those projects needed to correct existing deficiencies during the formulation and implementation of the annual work programs of the Water Resources Department.

SS1.3 Whenever economically feasible, the Water Resources Department will seek to rehabilitate/upgrade existing facilities as an alternative to new construction.

SS1.4 The Water Resources Department will provide necessary protective measures during construction activities to minimize conditions that would create adverse health or environmental impacts.

SS1.5 The Water Resources Department shall continue its overall maintenance program, which includes a program to control both infiltration and inflow.

SS1.6 After the completion of the first phase of the Wet Weather Overflow Mitigation study in 2016, the City will develop conceptual improvement projects and budgets for the Capital Improvement Plan to mitigate wet weather infiltration and inflows.

ISSUE: Expansion of Wastewater Facilities

Excess capacity exists for each of the City's four water reclamation facilities, through the year 2020. New development will not significantly impact the wastewater system, as the City is 95 percent built-out and future demands will be negligible. As described in the previous issue, the challenge facing the City is maintenance of an aging system.

OBJECTIVE SS2:

The projected demand and area specific needs for wastewater, through the year 2020, will be met by initiating those projects identified in the Sanitary Sewer subelement and included in the Capital Improvements Element's Five-Year Schedule of Capital Improvements.

Policies:

SS2.1 The Water Resources, Budget and Management, and planning Departments shall review the work program annually to ensure that LOS standards are maintained.

SS2.2 The Water Resources Department shall obtain or ensure that authorized contractors obtain all required federal and state permits prior to the construction and operation of facilities.

SS2.3 The City will coordinate whenever necessary with Pinellas County to determine future unincorporated area needs for wastewater service in the City's service area.

ISSUE: Maximum Use of Existing Wastewater Facilities

The City has recognized the need to minimize capital expenditures on new facilities through routine maintenance and using existing facilities to their fullest potential. In 1989, the water reclamation plant capacity was estimated to be 68.4 mgd. This capacity figure is unchanged. The actual average day demand is currently 32.36 mgd. As described in a previous issue, the challenge facing the City is maintenance of an aging system.

OBJECTIVE SS3:

The City shall not construct a new facility until maximum capacity has been reached at the present facilities.

Policies:

SS3.1 The City shall encourage higher intensity uses wherever feasible to maximize the use of current facilities and reduce urban sprawl.

SS3.2 Compact growth shall be encouraged by following the criterion used as a factor of evaluation for proposed capital improvement projects that considers if the proposed project serves demand in an Activity Center (see Capital Improvement Element, Policy CI5.1).

SS3.3 The City shall minimize capital expenditures on new facilities through routine maintenance and using existing facilities to their fullest potential.

ISSUE: Level of Service (LOS) Standards for Wastewater

The LOS standards are expressed in gallons per capita per day (GPCD) and are based on functional population projections and average daily flows at the four WRFs. Forecasted demand shows that adequate facilities are in place to meet the projected demand for average and maximum wastewater flows at all four WRFs of the St. Petersburg wastewater system through 2020.

OBJECTIVE SS4

The City will continue to implement procedures to ensure that at the time of a Future Land Use Map designation change or a land annexation, adequate wastewater capacity is available or will be available to serve the development concurrent with the need.

Policies:

SS4.1 The following LOS standards based on an average per capita demand are hereby adopted to determine the availability of facility capacity prior to a Future Land Use Map designation change or annexation:

Facility	gpcd
A.Whitted WRF	166*
Northeast WRF	173
Northwest WRF	170
Southwest WRF	161

* Closed April 2015; *Average Daily Demand* will be recalculated for the remaining facilities and updated in 2016.

SS4.2 All improvements, expansions, or increases in capacity shall be compatible with the adopted LOS standards.

SS4.3 The Water Resources Department shall prepare an annual report on capacity and demand for each water reclamation facility. The planning department shall be responsible for the review of this report.

SS4.4 The planning department will coordinate with all local governments within the designated service area to ensure that all Future Land Use Map designation changes are compatible with St. Petersburg's Sanitary Sewer Subelement of the Comprehensive Plan.

SS4.5 All development shall be timed and staged in conjunction with the provision of existing water reclamation facilities.

SS4.6 The City shall review the LOS analysis annually.

ISSUE: Five-Year Schedule of Capital Improvement Needs for Wastewater

The City will continue to provide reliable and safe wastewater service for each service area. This effort will require identifying future needs, the associated costs, and the ability to pay for them.

OBJECTIVE SS5:

The City shall maintain a Five-Year Schedule of Capital Improvement needs for wastewater facilities to be updated annually in conformance with the review process for the Capital Improvement Element of this Plan.

Policies:

SS5.1 The Water Resources Department shall be responsible for evaluating and ranking capital improvement projects proposed for inclusion in the Five-Year Schedule of Capital Improvements. The planning and Budget and Management Departments shall review these recommendations.

SS5.2 These projects shall primarily be funded from revenue bonding.

SS5.3 Water Resources, Finance, and Budget and Management Departments will continue to seek innovative but fiscally sound and cost-effective techniques for financing system projects.

SS5.4 Proposed capital improvement projects will be evaluated and ranked on eight categories (see Capital Improvement Element, Policy CI5.1).

ISSUE: Reduction of Environmental Impacts Caused by Effluent Disposal

The City's wastewater system was improved to minimize environmental impacts. For example, nearly all septic tanks within the City limits have been eliminated. In addition, the City has accomplished zero discharge of effluent primarily by means of a reclaimed water system, and deep well injection. Each plant has been retrofitted for advanced treatment which contains nutrients for irrigation. Excess supply and effluent which does not meet quality standards is injected into deep wells. Total capacity for the wells is 134 mgd. In addition, the City will comply with all State regulations pertaining to the disposal of effluent.

OBJECTIVE SS6:

The City shall continue to implement the following measures which actively pursue eliminating existing and preventing future adverse impacts on water quality and other sensitive environmental systems:

1. Require that any remaining septic tanks within St. Petersburg creating a health hazard, or having an adverse impact on the environment, connect to the City's wastewater system.

2. Prohibit new septic tanks within the current City limits and also within any areas that are annexed.

3. Require that all package treatment plants and septic tanks within newly annexed areas of St. Petersburg hook up to the City's wastewater system within five years of the annexation.

4. Comply with operational permits which limit the discharge of wastewater effluent into surface water bodies.

Policies:

SS6.1 The Water Resources Department will ensure that improvements to the wastewater system provide maximum reasonable protection to the environment.

SS6.2 The Water Resources Department will develop and utilize treatment and disposal techniques that conserve resources and minimize any adverse environmental impacts.

SS6.3 The Water Resources Department will monitor and analyze the effects of the reclaimed wastewater system and deep well disposal systems annually to ensure maximum environmental safeguards.

SS6.4 The Water Resources Department will provide protective measures during construction and maintenance activities to insure minimal adverse health and environmental impacts.

SS6.5 The Water Resources Department will utilize buffers and landscaping at treatment facilities to minimize disruptions to the surrounding areas.

OBJECTIVE SS7:

The City shall continue to maintain in-house capability for monitoring, testing, and reporting of wastewater and reclaimed water quality as required by law to provide a cost effective, efficient, and environmentally safe wastewater management system. In addition, the City shall continue to implement the potable water conservation objective and its policies included in the Potable Water Subelement of the Comprehensive Plan.

Policies:

SS7.1 Collection, treatment and disposal methodologies used in St. Petersburg's wastewater system will meet all applicable local, State, and Federal rules, regulations, and guidelines.

SS7.2 The City will evaluate all development activities that have potential impact on St. Petersburg's wastewater system.

SS7.3 Plant operators will meet applicable standards and appropriate certifications in order to maximize the efficiency of the wastewater system.

SS7.4 The City will review proposed annexations for impacts on St. Petersburg's wastewater system.

SS7.5 The City will commit to eliminating untreated sewage overflow events by implementing the strategies identified in the March 1998 Sanitary Sewer Evaluation and Management Program (SSEMP), including, but not limited to, system improvement upgrades, sewer rehabilitation and preventative maintenance.

SS7.6 Laboratory and personnel will meet requirements for maintaining applicable laboratory accreditation.

SS7.7 The Water Resources Department will maintain an approved industrial wastewater pretreatment program.

DRAINAGE SUBELEMENT

Sections:

9.3.1 INTRODUCTION
9.3.2 GOALS, OBJECTIVES AND POLICIES
ISSUE: Adoption of a level of service standard for drainage (Quantity)
ISSUE: Rehab/Upgrade of Drainage Facilities
ISSUE: Maximum use of existing facilities
ISSUE: Protection of Natural Drainage Features
ISSUE: Protection and improvement of surface water quality

9.3.1 INTRODUCTION

Drainage is the conveyance, treatment and attenuation of water generated from storm events. Drainage systems are designed to safely and efficiently manage stormwater to reduce the threat to human safety and property from flooding caused by stormwater. The adequacy and efficiency of a drainage system depends upon many variables: system capacity, intensity and duration of a storm event, topography, soil permeability, and level of the water table. Drainage systems designed to accommodate stormwater from a rainfall event of average intensity and duration may be unable to accommodate stormwater generated by an exceptionally intense or long rainfall event. These variables, as well as physical limitations such as elevation and available land, and cost are considered in the planning of drainage systems.

St. Petersburg is located on a low peninsula, varying in elevation from 0 to 40 feet above the surrounding water bodies. In a rainfall event of exceptional intensity or duration, tide level may effectively prevent water from being conveyed into adjacent water bodies. Flooding and property damage may occur as a result.

The complexities of providing adequate drainage facilities in the City of St. Petersburg have increased in direct proportion to growth and development within the area. Engineering philosophies and practices once oriented toward removing the maximum amount of water off-site in the shortest period of time no longer provide adequate protection from flooding or allow any significant degree of water quality maintenance.

In 1977, the City's Engineering Department produced the Master Storm Drainage Plan. This report identified drainage basins and sub-basins needing stormwater improvement projects. The Area Improvements Program (AIP) was developed within these basins to include some of the identified projects. In 1987, a 10-year update was made to the Master Storm Drainage Plan identifying completed projects, prioritizing old projects, and adding new projects. Because of growth and development of the City, there was an increasing need for storage and treatment of stormwater runoff to reduce flooding and pollution. In 1989, the City adopted the Drainage Subelement to further address those issues.

By the date of the 1996 Evaluation and Appraisal Report (EAR), several major changes to the City's stormwater management program had occurred. Most significant was the development of the 1994 Stormwater Management Master Plan (SMMP). The Stormwater Management Master Plan (SMMP) replaced the 1977 Master Stormwater Drainage Plan. The intent of this plan was to identify the drainage problems that existed within the City, characterize the areas that were prone to flooding, establish factors which caused the flooding and determine solutions to correct the flooding problems. The SMMP incorporated design standards for conveyance, and identified improvement projects needed to bring the City's system up to the SMMP level of service (LOS) standards. Initially 338 projects were identified (112 revised MSDP projects) totaling 545,600 feet in improvements estimated to cost $345.40 million. Because of budget constraints, changes were made to the SMMP's level of service standards to make the Plan more cost feasible. The revised SMMP includes 85 projects estimated to cost an average of 6 million dollars per year for a 20-year implementation schedule. Changes to the Drainage Subelement Goals, Objectives and Policies are based on the revised SMMP standards and policies.

9.3.2 GOALS, OBJECTIVES AND POLICIES

GOAL-DRAINAGE (D):

The City of St. Petersburg shall provide an efficient and effective stormwater management system which protects, to the maximum extent practical, persons and property from flooding and surface waters from erosion and degradation of quality.

ISSUE: Adoption of a level of service standard for drainage (Quantity)

Drainage level of service identifies a minimum criterion for existing and future conditions of drainage facilities. A level of service standard is capacity relative to demand. Drainage capacity can be expressed as a "design storm" which specifies the duration and return frequency of a storm with an identified rainfall amount. The level of service standard is implemented by the City through review of drainage plans for new development and redevelopment.

Before the time of adoption, the adopted level of service standard for existing and new stormwater systems was the existing capacity. Because of budget constraints, changes were made to the SMMP's level of service standards to make the Plan more cost feasible. The LOS for new systems is the capacity of the system to convey the runoff from a 10 year, 1 hour storm. Additional standards were used to analyze potential stormwater conveyance projects.

OBJECTIVE D1:

The City shall adopt a level of service standard and ensure that new development and redevelopment as defined by applicable city, regional, state and federal regulations meets the level of service as adopted by the City. Drainage is currently regulated by Section 16.40.030 of the Land Development Regulations, which requires drainage plans reviewed by the City to meet a 10-year, 1-hour design storm standard. The adopted level of service shall consist of three parts:

1. Due to the backlog of stormwater improvement needs and the time needed to implement improvements to the municipal drainage system, existing conditions will be adopted as the level of service.

2. Construction of new and improvements to existing surface water management systems require permits from SWFWMD, except for projects specifically exempt. As a condition of municipal development approval, new development and redevelopment within the City which requires a SWFWMD permit according to Rules 40D-4 and 40D-40, Florida Administrative Code, shall be required to obtain a SWFWMD permit and meet SWFWMD water quantity and quality design standards. Development which is exempt from SWFWMD permitting requirements shall be required to obtain a letter of exemption.

3. Construction of new and improvements to existing surface water management systems will be required to meet design standards outlined in the Drainage Ordinance, Section 16.40.030 of the Land Development Regulations, using a minimum design storm of 10 year return frequency, 1 hour duration, rainfall intensity curve Zone VI, Florida Department of Transportation. Improvements to the municipal drainage system will be designed to convey the runoff from a 10-year, 1-hour storm event.

Policies:

D1.1 The level of service standard for drainage, as indicated in Objective D1, shall be adopted and shall be used to determine the availability of facility capacity.

D1.2 The City will continue to update the prioritized municipal drainage improvement projects based on current EPA, DEP and SWFWMD requirements.

D1.3 Existing municipal drainage facilities will be adequately maintained by the City's Stormwater Department.

D1.4 The City will continue to undertake special studies of drainage areas with specific problems. Recommendations from such studies may influence review criteria and design storm requirements for drainage systems in those areas.

D1.5 The City will coordinate updates of its Stormwater Management Master Plan with Pinellas County and neighboring governments in shared drainage basins.

ISSUE: Rehab/Upgrade of Drainage Facilities

As reported in the 1996 EAR, the City's drainage basins have been revised to include a few small areas formerly within Pinellas County's jurisdiction. Map 18 shows the general location of each of the 26 basins. The drainage basin characteristics such as size, primary land use, reported flooding sites, and outfall locations have not changed since adoption of this Subelement in 1989.

While the primary purpose of the SMMP is to determine the improvements needed to prevent flooding in the City, the investigations also included the determination of opportunities for water quality improvements. The SMMP identified available land for potential stormwater treatment facilities; however, because of land cost and neighborhood disruption, the City is proposing to implement Alum Treatment Projects to address water quality.

OBJECTIVE D2:

As the City rehabilitates and upgrades drainage facilities, drainage projects will be identified in the Capital Improvements Element of the Comprehensive Plan and will be constructed in compliance with the adopted level of service standard.

Policies:

D2.1 The projects will be undertaken in accordance with the schedule provided in the Capital Improvements Element of this plan.

D2.2 The City will seek and consider the recommendations of regional, state and federal agencies and other City Departments in the design and construction of these projects.

D2.3 The City will provide necessary protective measures to minimize conditions that would create adverse health or environmental impacts during construction of these projects.

OBJECTIVE D3:

The City of St. Petersburg commits to the cost-effective and timely implementation of the Stormwater Management Master Plan. The implementation and timing of specific projects are subject to available funding, community acceptance and regulatory constraints.

Policies:

D3.1 The City will continue to implement the stormwater utility fee as a dedicated source of funding for the Stormwater Management Master Plan.

D3.2 The City will implement the Stormwater Management Master Plan and update the prioritized municipal drainage improvement projects based on current applicable regulations.

D3.3 Priorities for specific project implementation are based on 1) prerequisite downstream improvements, 2) flooding nodes per basin, and 3) cost to implement versus area protected.

D3.4 The City will pursue completion of the estimated 85 projects listed in the revised SMMP by December 31, 2025.

ISSUE: Maximum use of existing facilities

The City recognizes the need to minimize capital expenditures on new drainage facilities through routine maintenance and using existing facilities to their fullest potential. The operation and maintenance of the City's stormwater management system is critical to its ability to collect, convey, treat, and discharge stormwater runoff. The Stormwater Department presently maintains the culverts, open channels, lakes, and control and discharge structures of the 26 basin drainage system.

The St. Petersburg drainage system consists of over 13 miles of large open channels, 40 miles of small channels, 423 miles of closed conduits, 71 lakes with surface areas totaling approximately 700 acres, 26 stormwater detention/treatment facilities, 4 stormwater pump stations and over 1,400 known outfalls.

OBJECTIVE D4:

The City shall extend the useful life of existing drainage facilities through efficient and timely maintenance of those facilities according to the maintenance schedule established by the Stormwater Department.

Policies:

D4.1 The City will continue the street sweeping program and continue to pursue the most effective and efficient means to implement this program.

D4.2 The City will continue perfecting the backflow prevention devices to replace the flap gates where stormwater outfalls into surface waters.

D4.3 The City will continue an ongoing maintenance program for lakes, creeks, canals and other stormwater retention and conveyance features in a manner which protects the natural drainage features and adjacent natural resources.

ISSUE: Protection of Natural Drainage Features

The City has identified sensitive natural resources and designated these as environmental preservation areas on the Future Land Use Plan Map. These resources are inventoried in the Conservation Element of the Comprehensive Plan. Natural drainage features, such as natural lakes and creeks, are inventoried in the Drainage Subelement of the Comprehensive Plan. Natural drainage features such as mangrove areas, salt flats, undeveloped creeks and natural lakes provide aesthetic, recreational and stormwater control benefits.

OBJECTIVE D5:

The City shall protect natural drainage features and sensitive environmental resources. The maintenance, upgrade and improvement of the municipal drainage system shall not encroach upon the environmentally sensitive areas designated by the City as "preservation."

Policies:

D5.1 All drainage improvement plans will continue to be reviewed by the planning department for impacts upon preservation areas, mangroves and trees.

D5.2 Drainage improvements requiring tree removal will continue to require appropriate permits.

D5.3 Drainage improvements will utilize best management practices to reduce potential for adverse environmental impacts.

D5.4 Coordination among local, regional, state and federal environmental regulation agencies will continue to be sought by the City in relation to drainage improvements.

D5.5 The City will continue to seek permits from appropriate regional, state and federal agencies relating to dredge and fill, water quality, drainage system maintenance and other environmental issues.

ISSUE: Protection and improvement of surface water quality

The quality of stormwater entering surface waters such as lakes and bays affects the water quality, and the recreational, biological and aesthetic value of the surface waters. The City recognizes stormwater as a carrier of water-borne pollutants such as nutrients, oil, grease, debris, heavy metals and sediments. The City also recognizes the need to incorporate water quality control mechanisms in the design and construction of new drainage facilities and in the upgrade/rehabilitation of existing drainage facilities.

OBJECTIVE D6:

The City shall address protection and improvement of surface water quality by implementing the following: Construction of new surface water management systems and improvements to existing systems will be designed to meet state surface water quality standards as identified in DEP Rule 17-25 by implementing standards and best management practices identified by SWFWMD and DEP.

Policies:

D6.1 The City shall require redeveloped sites, other than single family lots up to a quadruplex that is not part of a larger common plan of development, to incorporate water quantity and quality controls, recognizing case by case limitations or payments in lieu of improvements. All sites are required to retrofit for water quality to the degree it is being redeveloped.

D6.2 As a condition of site plan approval, applicants shall be required to obtain a SWFWMD surface water management system permit or letter of exemption.

D6.3 The City will continue to monitor Lake Maggiore to document the success of the Lake Maggiore Restoration Plan now that the plan has been completed.

D6.4 The City shall continue to seek funding through SWFWMD Grants for the restoration of Lake Maggiore and other areas.

D6.5 Existing municipal stormwater detention and retention areas which are altered within drainage or area improvements will include, to the maximum extent practical, appropriate surface water quality control techniques such as those identified in the Drainage Subelement of the Comprehensive Plan.

D6.6 The City shall implement the best management practices as called for in the 5-year NPDES permit. As required by the permit, the City must renew the permit six months before expiration.

D6.7 The City shall continue to develop and implement a public education program to promote and facilitate public reporting of the presence of illicit discharges into the stormwater systems and proper use, management and disposal of waste such as industrial and commercial wastes, used oil, household hazardous wastes, leaf litter, grass clippings, animal wastes, fertilizers, insecticides and herbicides.

D6.8 The City will implement, to the maximum extent feasible, water quality improvements including, but not limited to, Alum Treatment projects.

D6.9 The City will continue to implement the street sweeping program to reduce debris entering the municipal drainage system.

D6.10 The City will continue to implement the aquatic plant control program to maintain an appropriate balance of aquatic vegetation in City-controlled lakes.

AQUIFER RECHARGE SUBELEMENT

Sections:

9.4.1 INTRODUCTION
9.4.2 GOALS, OBJECTIVES AND POLICIES
ISSUE: Protection of Natural Drainage Features
ISSUE: Protection of Permeable Open Space

9.4.1 INTRODUCTION

The State of Florida is distinguished from most other states because its entire surface is underlain by groundwater reservoirs, or aquifers. There are six principal aquifers: Floridan aquifer (extends throughout the entire State) and five surficial and intermediate aquifers that are regionally located and overlie the Floridan aquifer. These are the Sand and Gravel aquifer, the Biscayne aquifer, the Chokoloskee aquifer, the confined aquifers in the Hawthorn Formation and Tampa Limestone, and the indifferentiated aquifers.

Groundwater supplies are replenished through recharge (vertical down migration of water) of rainfall and water pumped from wells. However, only a small portion of rainfall actually is available for recharge. A significant part of total rainfall will return to the atmosphere through evaporation and transpiration of vegetation, and through discharge to open bodies of water. The total amount of precipitation that becomes groundwater depends on numerous factors, including: rainfall, topography, soil moisture and permeability, and depth to water table.

Land use activities may have a negative impact on an aquifer in an area of high recharge because contaminated water is more likely to penetrate the confining layer. To address this potential problem, the Community Planning Act, Chapter 163, Florida Statutes (F.S.) requires a natural groundwater aquifer recharge subelement. This subelement has been prepared to meet these requirements.

The 1996 and 2007 Evaluation and Appraisal Reports recommended no changes be made to the Aquifer Recharge Goals, Objectives and Policies.

9.4.2 GOALS, OBJECTIVES AND POLICIES

GOAL-AQUIFER RECHARGE (AR):

The functions of the natural drainage features and recharge areas to the surficial aquifer shall be protected and maintained.

ISSUE: Protection of Natural Drainage Features

The City has identified, through the preservation designation, environmentally sensitive natural resources. Natural drainage features, such as natural lakes and creeks, are inventoried in the Drainage Subelement of the Comprehensive Plan. Natural drainage features such as mangrove

areas, salt flats, undeveloped creeks and natural lakes are aesthetic, recreational and stormwater control assets.

OBJECTIVE AR1:

The City shall continue to implement current zoning and drainage ordinances, thus protecting and enhancing the functions of natural drainage features.

Policies:

AR1.1 To control erosion, siltation control devices will be required for new development adjacent to any surface water body.

AR1.2 The City will continue to maintain lakes, creeks, canals and other stormwater retention and conveyance features which protect natural drainage features (Drainage Subelement of the Comprehensive Plan).

ISSUE: Protection of Permeable Open Space

Substantial urban development in the City has altered natural drainage patterns and permeable open space. These changes affect recharge to the surficial aquifer. However, there are means to reduce negative impacts from development.

OBJECTIVE AR2:

A minimum of fifty percent of all land in the City shall be maintained as permeable green open space to maintain recharge areas for the surficial aquifer (Land Use Element of the Comprehensive Plan).

Policies:

AR2.1 Variances from the required Impervious Surface Ratio (ISR) shall be discouraged.

AR2.2 To maintain the goal of 50% green, permeable, open space, the City shall continue to implement the Land Development Regulations and revise as necessary.

AR2.3 The existing preservation program shall be maintained.

SOLID WASTE SUBELEMENT

Sections:

9.5.1 INTRODUCTION
9.5.2 GOALS, OBJECTIVES AND POLICIES
ISSUE: Solid Waste Collection
ISSUE: Capital Improvements Planning
ISSUE: Reduction of the Solid Waste Stream
ISSUE: Pinellas County Solid Waste Disposal System
ISSUE: Hazardous Waste Management

9.5.1 INTRODUCTION

This Subelement is primarily concerned with identifying solid waste facility needs that may be required to handle future solid waste volumes. Collection and disposal of hazardous as well as non-hazardous materials and wastes are considered.

Although collection of solid waste represents a large percentage of total solid waste costs, disposal is generally the most problematic. Two factors or trends have served to exacerbate the disposal problem:

- continued increase in solid waste volumes, and
- decline of available land for disposal sites.

In Pinellas County and the City of St. Petersburg these factors are especially acute. The County has little remaining undeveloped land with environmental characteristics suitable for accommodation of sanitary landfills. As a result the County in conjunction with the incorporated municipalities has invested in capital facilities that reduce the volume of the solid waste stream and conserve landfill capacity (Refuse-to-Energy Plant).

Solid waste *collection* is the responsibility of the City, while all solid waste *disposal* is the responsibility of Pinellas County. The City and the County have the same designated level of service (LOS) of 1.3 tons per year per person, while there is no generation rate for nonresidential uses. The County currently receives and disposes of municipal solid waste and construction and demolition debris generated throughout Pinellas County. All of the solid waste collected in the County is recycled, combusted or buried in a modern sanitary landfill, i.e., Bridgeway Acres.

In calendar year 2007, the City's demand for solid waste service was approximately 0.97 tons per person per year, below the adopted LOS standard. This figure is calculated as follows: 276,645 tons of commercial and residential solid waste collected (including recyclables and material from the City's five brush sites) divided by the City's 2007 functional population of 284,462. Demand for solid waste service for all of Pinellas County in calendar year 2007 was approximately 0.99 tons per person per year, which is also below the adopted LOS standard. This figure is calculated as follows: 1,119,607 tons of solid waste collected in the County [resource recovery plant (902,255

tons) plus the landfill (217,352 tons)] divided by the County's 2007 functional population of 1,123,922.

The City and County's commitment to recycling and waste reduction programs, and the continued participation of residents and businesses in these programs, have assisted in keeping the actual demand for solid waste service below the adopted LOS standard. It has been estimated that approximately 31 percent of the solid waste stream was recycled in Pinellas County in the 2004 through 2006 calendar year.

The Pinellas County Waste-to-Energy Plant and the Bridgeway Acres Sanitary Landfill are the responsibility of Pinellas County Utilities, Department of Solid Waste Operations; however, they are operated and maintained under contract by two private companies. The Waste-to-Energy Plant continues to operate below its design capacity of incinerating 977,287 tons of solid waste per year. The continuation of successful recycling efforts and the efficient operation of the Waste-to-Energy Plant have helped to extend the life span of Bridgeway Acres. The landfill has approximately 60 years remaining, based on current grading and disposal plans.

The Sanitation Department continuously services and maintains 78,000 residential and 6,200 commercial accounts.

This solid waste Subelement addresses the issues related to the management of solid waste in St. Petersburg.

9.5.2 GOALS, OBJECTIVES AND POLICIES

GOAL-SOLID WASTE (SW):

Provide the most cost-effective and efficient solid waste collection and disposal service while providing maximum practical protection to the environment.

ISSUE: Solid Waste Collection

The City of St. Petersburg Sanitation Department is responsible for collecting and transporting solid waste within the municipal boundaries. The Sanitation Department is responsible for residential and commercial collection routes, and several materials recovery (brush) sites.

OBJECTIVE SW1:

Provide the most cost-effective, environmentally sound and efficient plan for solid waste collection for the City of St. Petersburg service area.

Policies:

SW1.1 Provide solid waste collection activities that are compatible with existing and future development.

SW1.2 Continue to provide regular maintenance of existing and future solid waste collection facilities and equipment to improve efficiency and life span.

SW1.3 Continue to route collection vehicles in the most efficient manner possible consistent with an automated collection system.

SW1.4 Continue to operate the six materials recovery sites for the convenient collection and reuse of yard waste, bulky wastes and brush materials.

SW1.5 Expand public awareness regarding special collection services offered by the City's Sanitation Department, e.g., bulk furniture pick-up, and annual neighborhood clean-up campaigns, etc.

ISSUE: Capital Improvements Planning

The City will continue to provide reliable and safe service for solid waste collection and disposal. This effort will require identifying future needs, the associated costs, and the ability to pay for them.

OBJECTIVE SW2:

As an ongoing objective the City of St. Petersburg will continue to utilize the existing funding arrangements for provision of adequate revenue to finance the operation and maintenance of quality solid waste collection and disposal service.

Policies:

SW2.1 Prioritization and scheduling of major improvements associated with solid waste activities shall be accomplished as a component of the Capital Improvement Program.

SW2.2 Capital improvements associated with the Sanitation Department of the City of St. Petersburg shall not be included in the Capital Improvements Element of the Comprehensive Plan unless they involve additional capital facilities such as materials recovery sites and administrative offices. Equipment such as collection vehicles and containers shall not be included in the Capital Improvements Element.

SW2.3 Operation and maintenance of City of St. Petersburg solid waste activities, along with contingency funds for same, should be supported by appropriate rates in the form of user’s fees.

SW2.4 Rates should be periodically reviewed to determine the adequacy for financial support of the operation, maintenance and contingency funds associated with solid waste activities.

SW2.5 The City of St. Petersburg should continue to seek financial support of solid waste activities through available grant programs administered by appropriate state and federal

agencies. In addition, the City shall coordinate with other Pinellas County local governments in seeking grants that are awarded for multi-jurisdictional efforts.

ISSUE: Reduction of the Solid Waste Stream

The City of St. Petersburg's recycling program is designed to achieve the maximum reduction of the solid waste stream utilizing current recycling techniques that will minimize the financial burden on citizens. Each collection and education project is planned and implemented with the ultimate goal of changing the City's throwaway habits and to recycle as much as possible. The first step in achieving the state goal of reducing the solid waste stream by 30 percent was to become a dedicated partner with Pinellas County. This relationship provides a systematic approach to research and review all recycling information to achieve a unified effort countywide.

OBJECTIVE SW3:

The City shall increase municipal recycling to 25 percent of the total waste stream and shall coordinate with Pinellas County to maintain recycling at a minimum of 30 percent of the total waste stream or to the extent required by law, and shall utilize reduction and recycling options, including but not limited to:

1. identification of suitable materials and markets for recycling;

2. testing of recycling systems through pilot programs;

3. coordination with existing solid waste collection, disposal and recycling operations;

4. identification of economies of scale that may be achieved through coordinated multi-jurisdictional and private programs;

5. evaluation of the costs and benefits relative to achieving reductions in the volume of the solid waste stream;

6. expansion of citywide drop-off center source separation recycling program(s).

Cost-effective and feasible programs shall be implemented on an ongoing basis.

Policies:

SW3.1 The City shall coordinate with Pinellas County per the requirements of the existing recycling interlocal agreement and through participation in the Pinellas County Solid Waste Technical Management Committee to increase recycling to a minimum of 30 percent of the total waste stream or to the extent required by law.

SW3.2 In development of the solid waste reduction program, private and voluntary solid waste recycling programs shall be allowed to continue and expand operations.

SW3.3 The City shall participate in the development of a countywide public information program to inform the public about agencies and organizations engaged in recycling.

SW3.4 The existing City yard waste recycling, office paper recycling and mixed metals recovery programs shall be continued and expanded, provided markets are available for materials and products.

SW3.5 The City shall support the passage of legislation that ensures markets for usable recycled materials and products through the City's lobbying resources in Pinellas County, Tallahassee and Washington, D.C.

SW3.6 The City believes that a container deposit bill is an appropriate mechanism to assist in managing solid waste and encourages its adoption on a statewide level.

ISSUE: Pinellas County Solid Waste Disposal System

The City of St. Petersburg will continue to participate in the countywide solid waste disposal system. That system includes the existing Refuse-to-Energy Plant and associated landfills and any additional facilities that may be required in the future to meet solid waste disposal needs. The City "shares" the Refuse-to-Energy Plant with 23 other municipalities and the unincorporated areas of the County. No proportional capacity has been assigned to any of the entities that utilize the facility. Pinellas County has adopted a solid waste level of service demand of 1.3 tons per person, per year. The City has also adopted this level of service.

OBJECTIVE SW4:

The City of St. Petersburg shall work with Pinellas County to ensure that the solid waste disposal system is able to accommodate all solid waste disposal needs through the year 2020.

Policies:

SW4.1 Efforts to expand solid waste disposal capacity to meet the increasing needs of Pinellas County shall be supported by the City of St. Petersburg.

SW4.2 The City of St. Petersburg shall adopt the solid waste disposal level of service established by the Pinellas County Board of County Commissioners: 1.304 tons per person per year.

GOAL-HAZARDOUS WASTE (SWII):

The City of St. Petersburg shall encourage and support the proper management and disposal of hazardous wastes.

ISSUE: Hazardous Waste Management

Hazardous wastes require special collection and disposal procedures that are separate and unique from the previously described solid waste management system. The health and environmental hazards of these wastes make their proper management a critical issue in relation to protecting the general public's health and safety. The City has cooperated with Pinellas County on numerous hazardous waste programs, including the Household Chemical Waste Disposal Program that was established in 1993. Pinellas County residents are able to bring household chemicals to the Household Chemical Collection Center for proper and safe disposal. The center accepts many materials, including fertilizers, pesticides, herbicides, paint thinners, automotive fluids, and oil based paints. Companies which produce up to 25 gallons of hazardous waste per month are encouraged to participate in Pinellas County's Chemical Collection Day program, which is held once every three months at the center. Companies which generate large amounts of hazardous waste are encouraged to call the Florida Department of Environmental Protection. The City also coordinates and cooperates with Pinellas County in promoting the Used Oil Collection Centers. These centers, several of which are located within the City, accept used oil from cars, trucks, boats, motorcycles, recreational vehicles and lawn mowers.

The St. Petersburg Fire Department operates a state-of-the-art Emergency Response Hazardous Materials Team to address hazardous waste/material accidents or spills. This specialty team operates out of the Fire Suppression Division. As of December, 1991, the City's team is also part of the Pinellas County Hazardous Materials Response Team, the purpose of which is to provide advance-level hazardous materials mitigation capability to all of Pinellas County.

OBJECTIVE SW5:

The City of St. Petersburg will continue to coordinate with the Pinellas County Department of Solid Waste Management and the Florida Department of Environmental Protection in the implementation of a hazardous waste management program.

Policies:

SW5.1 The St. Petersburg Sanitation Department will not collect or transport hazardous wastes.

SW5.2 The City of St. Petersburg will support and coordinate with the Pinellas County Department of Solid Waste Management in promoting and operating a permanent, year-round household hazardous transfer/temporary storage facility.

SW5.3 The City of St. Petersburg will disseminate educational materials to the public on the safe storage, handling, treatment, transporting, and disposing of hazardous waste, including batteries.

SW5.4 The City of St. Petersburg will coordinate hazardous waste management activities with other governmental entities such as the Florida Department of Environmental Protection and Pinellas County.

SW5.5 The St. Petersburg Fire Department Hazardous Materials Response Team will continue to provide citywide emergency response for hazardous waste accidents or spills.

SW5.6 The City shall continue to enforce the provisions of Chapter 13, Articles III and IV, of the City Code, as amended, regarding hazardous materials and substances.

SW5.7 The City continues to encourage the operation of the Refuse-to-Energy Plant in an environmentally safe-and-sound manner, and encourages Pinellas County to continue to meet or exceed federal Environmental Protection Agency's air quality guidelines.

CAPITAL IMPROVEMENTS ELEMENT

Sections:

10.1 INTRODUCTION
10.2 GOALS, OBJECTIVES AND POLICIES
ISSUE: Construction of needed improvements
ISSUE: Adequate provision of public facilities
ISSUE: Public expenditure in high hazard zones
ISSUE: Coordination of land development and capital improvements
10.3 CONSISTENCY REQUIREMENTS AND CONCURRENCY MANAGEMENT
10.3.1 Consistency
10.3.2 Concurrency Management
10.3.2.1 Introduction
10.3.2.2 Definitions
10.3.2.3 Concurrency Management System
10.3.2.4 Level of Service Standards
10.3.2.5 Minimum Requirements for Concurrency

10.1 INTRODUCTION

The purpose of the Capital Improvements Element is to demonstrate the fiscal feasibility of the City's Comprehensive Plan. This objective is accomplished by estimating costs of improvements, analysis of the City's fiscal capability to finance and construct improvements, and adoption of financial policies to guide funding.

The CIE must include:

- five-year schedule of capital improvements
- concurrency management program
- Goals, Objectives, and Policies

Further, the CIE must be reviewed annually and modified if necessary.

10.2 GOALS, OBJECTIVES AND POLICIES

GOAL-CAPITAL IMPROVEMENTS (CI):

The goal of providing public facilities (public utilities and recreation) which meet or exceed adopted level of service standards will be met through sound fiscal policies and shall be provided concurrently with, or prior to, development.

Issue: Construction of needed improvements

Under the adopted LOS standards, sufficient capacity exists for the following facilities: potable water, sanitary sewer, solid waste and recreation/open space (see individual elements of the Comprehensive Plan). However, rehabilitation and upgrading is necessary for components of sanitary sewer, potable water, and recreational facilities. To increase the drainage LOS standard beyond existing conditions approximately $65 million is budgeted for improvements. To increase safety on the Airport site, several capital improvements were identified.

OBJECTIVE CI1:

The City shall provide capital improvements, as identified in the five-year schedule of improvements in this element, which are necessary for replacement of obsolete or worn-out facilities, correction of existing deficiencies, and to meet demand of planned future growth.

Policies:

CI1.1 Those projects exceeding $250,000, identified in the other elements of the Comprehensive Plan as necessary to maintain or improve the adopted level of service standards and which are of relatively large scale and high costs, shall be included in the Capital Improvement Element.

CI1.2 Projects of lower costs may be included in the Capital Improvement program and annual capital budget.

CI1.3 The City shall prepare and implement a Capital Improvement Program based on the elements of the comprehensive plan which shall schedule the funding and construction of projects for a five-year time period, including a one year Capital Improvement Program budget. Estimated requirements for capital projects shall include all costs reasonably associated with the completion of the project and the impact of each project on the operating revenues and requirements of the City.

CI1.4 The following modifications may be made to the Capital Improvements Schedule of this element:

a. The Schedule shall be updated annually.

b. Amendments to the schedule caused by emergencies, developments of regional impact and certain small scale development activities are not limited to two times per calendar year. (Section 163.3187, Florida Statutes.)

c. Modifications to the Schedule relating to costs (corrections, updates, and modifications), revenue sources, or acceptance of facilities according to dedications consistent with the plan identified in the capital improvements element may be accomplished by ordinance and do not require a plan amendment. (Section 163.3177, Florida Statutes.)

ISSUE: Adequate provision of public facilities

Development activities on available vacant land will have a negligible effect on the City's sanitary sewer facilities because the City is about 95 percent built out. However, land use amendments may alter demand projections and potentially create a capacity deficit. Therefore, level of service standards have been established for sanitary sewer, drainage, potable water, solid waste, and recreation/open space. In addition, conservation of important resources, such as potable water, can be promoted. Further, the level of service may be raised to improve service and overall quality of life in St. Petersburg.

OBJECTIVE CI2:

The City will continue to implement existing procedures that require new development to bear a proportionate cost of facility improvement, necessitated by the development, to adequately maintain adopted LOS standards.

Policies:

CI2.1 The following level of service standards shall be adopted for public facilities:

CI2.1.1 Potable Water:

1. The average day demand is 125 gallons per capita per day (gpcd).
2. The maximum day to average day ratio will be 1.25.
3. The level of service for peak hour rates is 210 percent of total annual average day rates.
4. The level of service standard for minimum pressure is 20 psig at curbside.
5. The level of service standard for storage capacities shall equal at least 50 percent of average day demand at a minimum.
6. All improvements, expansions, or increases in capacity to the facilities shall be compatible with the adopted level of service standards.

CI2.1.2 Sanitary Sewer - Average Day Demand:

Facility	gpcd
Northeast WRF	173
Albert Whitted WRF	166*
Southwest WRF	161
Northwest WRF	170

* Closed April 2015; *Average Daily Demand* will be recalculated for the remaining facilities and updated in 2016.

CI2.1.3 Drainage

1. Due to the backlog of stormwater improvement needs and the time needed to implement improvements to the municipal system, existing conditions shall be adopted as the level of service.

2. Construction of new and improvements to existing surface water management systems require permits from SWFWMD, except for projects specifically exempt. As a condition of municipal development approval, new development and redevelopment within the City which requires a SWFWMD permit according to Rules 40D-4 and 40D-40, Florida Administrative Code, shall be required to obtain a SWFWMD permit and meet SWFWMD water quantity and quality design standards. Development which is exempt from SWFWMD permitting requirements shall be required to obtain a letter of exemption.

3. Construction of new and improvements to existing surface water management systems will be required to meet design standards outlined in the Drainage ordinance, Section 16.40.030 of the Land Development Regulations, using a minimum design storm of 10 year return frequency, 1 hour duration, rainfall intensity curve Zone VI, Florida Department of Transportation. Improvements to the Municipal Drainage System will be designed to convey the runoff from a 10-year 1 hour storm event.

CI2.1.4 Solid Waste: 1.3 tons/year/person

CI2.1.5 Recreation and Open Space: The recommended level of service standard is 9 land acres of usable recreation and open space acreage per 1,000 persons population in St. Petersburg.

CI2.2 The City shall pursue new revenue sources and methods to fund local roadway construction.

CI2.3 The City shall assess new development costs to provide public facility improvements based on a proportion of the benefits accrued to the development, state government, local government, and residents. The City will accomplish this task through:

1. Collection of the Pinellas County Multi-modal Impact Fee or other such appropriate measures;

2. Continued collection of potable water and sewer impact fees, also known as potable water and sewer connector fees; and

3. Continued collection of stormwater utility fees.

ISSUE: Public expenditure in high hazard zones

The coastal high hazard area includes areas that have experienced severe damage or are scientifically predicted to experience damage from storm surge, waves, and erosion. In a worst case scenario (e.g. Category 5 storm) most of the City would be vulnerable to storm surge. Areas with historical damages are primarily located within the confines of the category 1 storm, referred to in the inventory as evacuation level A. Based on the best available information, the coastal high hazard area in St. Petersburg is defined as the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes ("SLOSH") computerized storm surge model as approved in July 2016. Growth in this area puts public expenditures and lives at risk.

OBJECTIVE CI3:

The City shall protect vulnerable coastline and shall avoid property destruction and personal injury by limiting expenditures on public facilities in the designated coastal high hazard area except for purposes of conservation, stormwater management, natural resource protection and preservation, recreation, and improvement of hurricane evacuation system, and providing facilities necessary for the adopted land use.

Policies:

CI3.1 Expanded infrastructure in the coastal high hazard area shall only be permitted as necessary to protect the public health, welfare and safety, including stormwater and sewer improvements and to service the demand generated by the planned for development identified in the Future Land Use Plan (Coastal Management Element, Policy CM 10.4)

CI3.2 The City shall not locate potable water line extensions in the coastal high hazard area beyond what is necessary to service planned zoning densities (Coastal Management Element, Policy CM 10.6).

ISSUE: Coordination of land development and capital improvements

A major concern of the City is to provide sufficient capacity of public facilities and services concurrent with or prior to development. This concern can be met by controlling the location and timing of land development within City boundaries. The City plans to adopt or already has in place the following standards, policies, and ordinances: LOS standards, Capital Improvements Program, Multi-Modal Impact Fees, Urban Service Areas, and Dedications.

OBJECTIVE CI4:

Manage the land development process so that all development orders and permits for future development and redevelopment activities shall be issued only if public facilities' level of service standards are equal to or greater than those adopted in Policies CI2.1.1 through CI2.1.7.

Policies:

CI4.1 Development Orders may be granted by the City that allows the project to be timed and staged so that the public facilities necessary to maintain LOS standards are in place when the impacts of the development occur.

CI4.2 Development orders shall not be issued unless public facilities that meet adopted LOS standards are available or meet the requirements of the adopted concurrency management system as identified in Section 10.3.2.5, Minimum Requirements for Concurrency of this element.

CI4.3 Notification of capital projects that are substantial in nature (such as bridge replacement, drainage improvements, road widening, recreation, fire and rescue facilities) identified in the City's schedule of capital improvements proposed for any property located within approximately ¼ mile of the City limits will be forwarded to the neighboring government and, for any property located within approximately ¼ mile of a governmental educational facility, notification will be forwarded to the School Board for comments pertaining to the proposed action in relation to their respective plans.

OBJECTIVE CI5:

To demonstrate the City's ability to provide for needed improvements identified in the other elements of the Comprehensive Plan, the City shall develop and adopt the capital improvement schedule, as part of the Comprehensive Plan. The Capital Improvement Schedule shall include a schedule of projects, funding dates, all costs reasonably associated with the completion of the project, and a demonstration that the City has the necessary funding to provide public facility needs concurrent with or prior to previously issued Development Orders or future development.

Policies:

CI5.1 Proposed capital improvement projects must be reviewed by the planning department based on the following:

A. General consistency with the Comprehensive Plan. Projects found inconsistent with the Comprehensive Plan shall not be approved until appropriate revisions are made to the project or the Comprehensive Plan to achieve consistency.

B. Evaluation of projects regarding the following eight areas of consideration from the State Comprehensive Planning Regulations:

1. Elimination of Public Hazards;
2. Elimination of Existing Capacity Deficits;
3. Local Budget Impact;
4. Locational Needs Based on Projected Growth Patterns (Activity Centers);
5. Accommodation of New Development and Redevelopment Service Demands;
6. Correction or replacement of obsolete or worn-out facilities;
7. Financial Feasibility; and
8. Plans of State Agencies and Water Management Districts that provide public facilities within the Local Government's jurisdiction.

The planning department shall advise the Department of Budget and Management of its findings regarding these eight areas of consideration to assist said Department with the ranking and prioritization of capital improvement projects.

CI5.2 Long-term borrowing will not be used to finance current operations or normal maintenance. Every effort will be made to schedule the amortization of long-term debt so that fifty percent of the issue will be retired in the first half of the total term of the debt. A policy of full disclosure will be followed in all financial reports and official statements for debt.

CI5.3 General capital improvements or those improvements not related to municipally owned enterprises shall be funded from General Operating Fund revenues, fund balances, the sale of revenue bonds or general obligation bonds, special assessments, or grants.

CI5.4 Sale of revenue bonds shall be limited to that amount which can be supported from utility tax, franchise fee, or other non-ad valorem tax revenues not required to support General Fund operations. Revenue bond coverage shall not be less than parity required coverage.

CI5.5 The City shall strive to limit the total net annual general revenue bond debt service to 25% of the total net general purpose revenue and other funds available for such debt service.

CI5.6 Debt pledged as a general obligation of the City shall not exceed six percent of the non-exempt property valuation within the corporate boundaries, or one-half of that allowed by state law.

CI5.7 The City shall include capital improvement projects for the renewal and replacement of public facilities to maintain adopted level of service standards in the Five-Year Schedule of Improvements.

CI5.8 All development authorized by Development of Regional Impact development orders that are adopted pursuant to Section 380.06, F.S., prior to the adoption of the Local Government Comprehensive Plan pursuant to Section 163.3161, F.S., shall be exempt from the concurrency provisions of Chapter 163, F.S.

CI5.9 Changes which result in an amendment to the development order must meet the requirements of the revised Comprehensive Plan.

CI5.10 The City shall ensure that development orders issued prior to the adoption of St. Petersburg Comprehensive Plan shall be provided with necessary facilities and public services.

CI5.11 The City will identify and pursue joint funding opportunities with the SWFWMD, Pinellas County, or other public and private agencies and jurisdictions.

CI5.12 The City will pursue the equitable sharing of costs of implementing projects and programs in the capital improvements element where appropriate and agreed upon through an interlocal agreement or otherwise with other directly benefiting local and regional governments and agencies.

10.3 CONSISTENCY REQUIREMENTS AND CONCURRENCY MANAGEMENT

As a requirement of Florida's Growth Management Legislation of 1985/86, two important issues must be addressed in the Comprehensive Plan -- consistency and concurrency. The Comprehensive Plan must be consistent with both the Regional Policy Plan and the State Comprehensive Plan. In addition, the legislation also includes a concurrency requirement. Funding to meet the concurrency requirements of this legislation is the responsibility of the City. Consistency and the development of a concurrency management system are more adequately explained in the following sections.

10.3.1 Consistency

The purpose of consistency is to provide a comprehensive and legislative/statutory scheme for the overall planning efforts being undertaken statewide. To achieve consistency, five tests must be met which briefly are as follows:

1. The Comprehensive Plan must be consistent with the provisions of Chapter 163, F.S.

2. The elements of the Comprehensive Plan must be internally consistent and the plan must be economically feasible.

3. The Comprehensive Plan must also be "compatible with" and "further" the State and regional policy plans.

4. Land use regulations must be consistent with the Comprehensive Plan.

5. Development Orders must be consistent with the Comprehensive Plan.

10.3.2 Concurrency Management

10.3.2.1 Introduction

As a requirement of the Community Planning Act, Chapter 163, F.S., it is necessary to address the issue of concurrency. In addition, a concurrency management system is required as an adopted portion of a community's Comprehensive Plan, as well as being a required section of its Capital Improvement Element. These statutory provisions for concurrency require that local governments establish acceptable LOS standards for public facilities, and adopt standards to ensure the availability for these facilities, within their comprehensive plans.

Concurrency is intended to ensure that local governments provide adequate infrastructure to put its plans into place, and that these facilities and services will be available within a reasonable period of time to support development.

Concurrency is the key to maintaining adopted LOS standards. Therefore, before a building permit or development order is issued, the City will require assurances that the necessary public facilities and services to support this development will be available by the project completion date (see section on the Minimum Requirements for Concurrency in this Element).

The concurrency requirement is applicable to the following five public facilities: potable water; sanitary sewer; solid waste; drainage; and recreation and open space.

10.3.2.2 Definitions

1. Concurrency means that the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

2. Concurrency Management System means the procedures and process that the local government will utilize to assure that the development orders and permits are not issued unless the necessary facilities are available concurrent with the impacts of development.

10.3.2.3 Concurrency Management System

St. Petersburg shall adopt a Concurrency Management System to ensure that facilities and services for which a level of service standard has been adopted and that are needed to support development are available concurrent with the impacts of development. Prior to the issuance of a development order and development permit, the Concurrency Management System shall insure that the adopted LOS standards required for potable water, sanitary sewer, solid waste, drainage, and recreation and open space are maintained.

10.3.2.4 Level of Service Standards

1. For the purpose of issuance of development orders and permits, St. Petersburg shall adopt LOS standards for public facilities and services within St. Petersburg for which St. Petersburg has authority to issue such development orders and permits. For the purpose of concurrency, these public facilities and services include potable water, sanitary sewer, solid waste, drainage, and recreation and open space. If St. Petersburg desires to include in the Comprehensive Plan other public facilities and services for which LOS standards are adopted, the Comprehensive Plan shall state whether or not the LOS standard must be met prior to the issuance of a development order or permit. If the LOS standard must be met, the facility or service must be subject to the concurrency management system.

2. The CIE shall set forth a financially feasible plan which demonstrates that St. Petersburg can achieve and maintain the adopted LOS standards.

3. St. Petersburg may desire to have a tiered, two-level approach for the LOS standard. To utilize a tiered approach, St. Petersburg must adopt an initial LOS standard as a policy to be utilized for the purpose of the issuance of development orders and development permits. A second policy may be included which adopts a higher LOS standard by a date certain to be utilized for the purpose of the issuance of development orders and permits. The specific date for this second policy to become effective must be included in the plan. The plan must set forth the specific actions and programs for attaining the higher LOS by the specified date. If the identified actions and programs are not attained by the specified date, the St. Petersburg Comprehensive Plan must be amended to specify the LOS standard that will be utilized and be binding for the purpose of the issuance of development orders and permits.

10.3.2.5 Minimum Requirements for Concurrency

A concurrency management system shall be developed and adopted to ensure that public facilities and services needed to support development are available concurrent with the impacts of such developments.

1. For potable water, sanitary sewer, solid waste, and drainage the following standards shall be met to satisfy the concurrency requirement:

    a. The necessary facilities and services are in place at the time a development permit is issued; or,

    b. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or,

    c. The necessary facilities are under construction at the time a permit is issued; or,

d. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of 1.a, 1.b or 1.c of this section. An enforceable development agreement may include, but is not limited to, terms required for development agreements pursuant to Section 163.3220, Florida Statutes, or terms required for an agreement or development order issued pursuant to Chapter 380, Florida Statutes. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

2. For recreation and open space, St. Petersburg shall satisfy the concurrency requirement by complying with the standards in 1.a, 1.b, 1.c, and 1.d of this section, or by ensuring that the following standards will be met:

   a. At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or,

   b. The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of facilities or the provision of services within one year of the issuance of the applicable development order. An enforceable development agreement may include, but is not limited to, terms required for development agreements pursuant to Section 163.3220, Florida Statutes, or terms required for an agreement or development order issued pursuant to Chapter 380, Florida Statutes.

3. In determining the availability of services or facilities, a developer may propose, and St. Petersburg may approve, developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the standards required by subsections 1, 2, and 3 of this section.

4. For the requirements of subsections 1, 2, and 3 of this section, St. Petersburg must develop guidelines for interpreting and applying level of service standards to applications for development orders and permits and determining when the test for concurrency must be met. The latest point in the application process for the determination of concurrency is prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development.

INTERGOVERNMENTAL COORDINATION ELEMENT

Sections:

11.1 INTRODUCTION
11.2 GOAL-INTERGOVERNMENTAL COORDINATION (IC)
ISSUE: Expansion of Intergovernmental Coordination
ISSUE: Impacts of Development
ISSUE: Initiatives to Address Specific Projects
ISSUE: Coordinated Level of Service Standards
ISSUE: Coordination of the Public School Planning Process

11.1 INTRODUCTION

Each element of St. Petersburg's *Comprehensive Plan* addresses intergovernmental coordination. The purpose of the Intergovernmental Coordination element is to identify and recommend resolutions to incompatible goals, objectives, policies and proposed development, and respond to the needs for coordination with adjacent local governments, state and regional agencies.

The issue areas for which intergovernmental coordination are addressed are taken directly from the St. Petersburg *Comprehensive Plan* elements. In addition to Intergovernmental Coordination, these elements are: Vision; Future Land Use; Transportation; Housing; Sanitary Sewer/Solid Waste/Drainage/Potable Water/Aquifer Recharge; Conservation; Coastal Management; Recreation and Open Space; Historic Preservation; and Capital Improvements.

Each element addresses issues which may be derived from a problem or need related to the goals, objectives, policies and development proposed in the Elements with the plans of other entities; regional goals and policies described in the *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*; the State Comprehensive Plan; and other plans including the State Land Development Plan, the State Water Use Plan and the Florida Department of Transportation's 5-Year Transportation Plan. These issues may be existing or anticipated.

Primary issue areas can be summarized as follows:

1. land use
2. resource management
3. transportation
4. utilities
5. capital improvements and fiscal issues
6. public accountability

This element provides a formal mechanism for coordination between the elements and a mechanism to determine and respond to the need for coordination processes and procedures with adjacent local governments, regional and state agencies as required by Chapter 163, F.S.

11.2 GOAL-INTERGOVERNMENTAL COORDINATION (IC):

To improve the efficiency and effectiveness of intergovernmental coordination and cooperation mechanisms addressing multi-jurisdictional, comprehensive planning issues.

ISSUE: Expansion of Intergovernmental Coordination

Informal intergovernmental cooperation between the City and units of local government is not always adequate. The City will expand the opportunities for intergovernmental cooperation.

OBJECTIVE IC1:

Intergovernmental coordination should be expanded between the City, the Pinellas County School Board, various agencies and other units of local government that provide services to the residents of the City to discuss future expansion plans and identify any proposed land use or facility impacts.

Policies:

IC1.1 The City shall review the master facilities plans of the Pinellas County School Board and other units of government providing services but not having regulatory authority over the use of land in the comprehensive planning process and advise the respective bodies concerning inconsistencies.

IC1.2 The City will adopt Land Development Regulations which provide for proposed amendments to the St. Petersburg Comprehensive Plan to be forwarded for review by affected agencies to ensure coordination with their respective plans and programs.

IC1.3 The City will coordinate the siting of public schools and, where appropriate, the co-location of facilities such as, but not limited to bike and pedestrian paths, emergency shelters, parks, libraries and community centers with the Pinellas County School Board by interlocal agreement.

IC1.4 The City will review the consistency of the School Board's plans for the siting and expansion of public schools with the Comprehensive Plan at the staff level and through public hearings when appropriate.

IC1.5 The City will utilize the PPC countywide planning process as an additional means of notifying the School Board of proposed land use amendments.

IC1.6 The City will comply with the Interlocal Agreement, as amended, with the School Board that establishes schedules and procedures for school site review.

IC1.7 The City will transmit population projections in the Comprehensive Plan to the School Board.

IC1.8 The City and School Board will share information and assess future needs to identify areas of mutual concern and financial savings concerning the construction of public facilities.

IC1.9 The City will continue to coordinate with the Pinellas County Board of County Commissioners staff for the provision of countywide facilities, including but not limited to solid waste disposal, the St. Petersburg/Clearwater International Airport and the Pinellas County Emergency Operations Center.

IC1.10 The City in conjunction with the PPC will review problematic land use locational standards to determine whether conflicts exist with neighboring governments' regulations.

IC1.11 The City will coordinate with the PPC, or the appropriate ad hoc committees, in the development, review and recommendation of efficient countywide guidelines to coordinate the location of problematic land uses.

IC1.12 When necessary and appropriate to utilize a dispute resolution process to resolve conflicts as outlined in Section 186.509 F.S., as amended, the City of St. Petersburg shall utilize the available formal dispute resolution process provided by the Tampa Bay Regional Planning Council.

IC1.13 The City will coordinate with the Pinellas County Planning Department in order to develop countywide population projections which will be reviewed and considered for inclusion in the St. Petersburg Comprehensive Plan.

IC1.14 The City shall coordinate with the Southwest Florida Water Management District and Tampa Bay Water to ensure consistency of water demand projections and population data.

ISSUE: Impacts of Development

Improved intergovernmental coordination mechanisms are essential to address the impacts of development.

OBJECTIVE IC2:

The City of St. Petersburg shall cooperate with other local governments to provide services to all residents within St. Petersburg's utility service districts and advise each jurisdiction concerning maximum development capacity.

Policies:

IC2.1 In resolving significant conflicts between the City of St. Petersburg and municipalities within St. Petersburg's utility service districts, St. Petersburg will first request informal mediation prior to any other formal action.

IC2.2 The City shall advise all jurisdictions concerning available utility capacities and reserves, as requested.

IC2.3 The City shall continue to participate in interlocal agreements for utility services in annexation areas or potential annexation areas.

IC2.4 The City shall remain committed to regional and state efforts (such as the 201 and 208 plans) which protect the quality of Tampa Bay.

IC2.5 Intergovernmental issues in potential annexation areas will be coordinated with the Pinellas County Planning Council (PPC) through the procedures specified in Chapter 73-594 as amended by Chapter 88-464, Laws of Florida, and the Operating Manual adopted by the PPC on October 19, 1988.

IC2.6 The City will coordinate with the PPC, and other jurisdictions as appropriate, to establish a more comprehensive and better integrated annexation process that will include consideration of the following:

1. Advance Notice - A procedure that provides for advance notice of all annexations to the respective parties of interest.
2. Accurate Legal Description - A means to review and validate the legal descriptions for annexations.
3. State Law Compliance - Definitions and examples by which to determine compliance with the state law for contiguity, compactness, enclaves, and procedures for annexation agreements/indentures.
4. Ability to Serve - Pre-determined or administrative means to establish a municipality's ability to serve the area.
5. Service Contracts - Enabling provisions for the County and each municipality to enter into mutually acceptable agreements to provide selected services where it is beneficial to the citizenry and cost-effective to do so in lieu of annexation.
6. Predictability - The delineation of areas which may be annexed by each jurisdiction.
7. Consistency - A requirement for consistency with the Countywide Future Land Use Plan at the time of annexation.
8. Coordination with State Plan Amendment Review Process - To establish eligibility for waiver of the requirement for plan amendment pursuant to Section 163.3171(3), F.S., at the time of annexation.

IC2.7 The City will provide notice of annexation to the Board of County Commissioners as required by Florida law.

IC2.8 The City will notify Pinellas County of proposed construction schedules within the Capital Improvements Element for water and sewer facilities in unincorporated areas within the City's service areas.

IC2.9 The City will enter into an interlocal agreement with Pinellas County for joint projects identified in the City's stormwater management plan and the County's Stormwater Management Plan.

ISSUE: Initiatives to Address Specific Projects

Intergovernmental coordination initiatives must be expanded to address specific projects.

OBJECTIVE IC3:

With the adoption of the Comprehensive Plan, the City of St. Petersburg shall ensure that the impacts of development proposed in the City's Comprehensive Plan are coordinated with adjacent municipalities, Pinellas County, TBRPC, the State of Florida, MPO, PSTA and other appropriate agencies:

- meeting all requirements of Section 163, F.S. and its implementing rules;
- continued, active participation in TBRPC, MPO, PPC, SWFWMD and other agencies with land use or environmental regulatory authority.

Policies:

IC3.1 The City will continue to coordinate through the Metropolitan Planning Organization (MPO) the transportation needs of the City in conjunction with Pinellas County and the Florida Department of Transportation (FDOT).

IC3.2 The City will continue City membership on the PSTA board, and involvement with formal and informal PSTA initiatives as appropriate.

IC3.3 The City will analyze land use and proposed land use/zoning changes in potable water wellfield areas, providing formal comments concerning potential environmental impacts. Workshops and formal resolutions from City Council will be initiated, as appropriate.

IC3.4 The City will maintain close contact with public utilities that provide essential services through direct contact and development of guidelines to assure continuity and availability of service.

IC3.5 The City will continue to analyze the Comprehensive Plan and identify and propose resolutions to any incompatible goals, objectives and policies not yet identified.

IC3.6 The City shall participate in the countywide planning process through representation on and coordination with the Pinellas Planning Council as prescribed by Chapter 73-594, Laws of Florida, as amended.

IC3.7 The City shall coordinate with the University of South Florida (USF) St. Petersburg campus on campus master plan amendments to assure compatibility with the

Comprehensive Plan and Chapter 1013, F.S. Conflicts that may arise from the coordination of these plans will be resolved using the dispute resolution process outlined in Section 1013, F.S., as amended, or other appropriate dispute resolution process.

IC3.8 The City encourages master planning of major medical facilities and will work cooperatively to implement master plan concepts that are consistent with the Comprehensive Plan and Land Development Regulations.

IC 3.9 The City will forward requests for access to county or state maintained roadways to each respective agency for comment concerning their respective plans and policies.

ISSUE: Coordinated level of Service Standards

Level of service standards will be coordinated to ensure implementation of an effective growth management system.

OBJECTIVE IC4:

The City shall review and coordinate the level of service standards and plans with TBRPC, PPC, the state land planning agency, FDEP, and independent special districts such as SWFWMD, TBW, and all other appropriate state, regional and local agencies to address conflicts in the development of each element of the Comprehensive Plan.

Policies:

IC4.1 St. Petersburg shall continue to implement the concurrency management system including all monitoring and evaluation procedures, and will use the provisions established in the Capital Improvements Element (CIE) to ensure coordination between departments, agencies, Boards, Commissions and elected bodies responsible for development, review, and implementation of goals, objectives, and policies related to concurrency.

IC4.2 St. Petersburg will initiate workshops, as necessary, between the commissions, TBRPC, the state land planning agency and other agencies to address LOS conflicts.

ISSUE: Coordination of the public school planning process

School planning processes will be coordinated with other local governments to ensure adequate school capacity.

OBJECTIVE IC5:

The City shall continue to coordinate its Comprehensive Plan with plans of the School Board of Pinellas County and other local governments through participation in joint planning processes and procedures.

Policies:

IC5.1 The City shall implement the Public Schools Interlocal Agreement in coordination with the School District and the other local governments that are signatories to the Agreement (the partner local governments).

IC5.2 The City shall continue its participation on the Pinellas Schools Collaborative as a means of facilitating planning and coordination among local governments and the School Board.

IC5.3 The City may include a Public School Facilities Element as part of its adopted Comprehensive Plan and will coordinate with the School District to maintain data useful for coordinated planning between local governments and the School Board.

IC5.4 The City shall coordinate with the School Board of Pinellas County to implement the public educational facilities siting requirements of Chapter 163 and Chapter 1013, F.S., as stipulated in Section 4 of the Public Schools Interlocal Agreement filed on April 24, 2007, or as it may be subsequently amended.

ISTORIC PRESERVATION ELEMENT

Sections:

12.1 INTRODUCTION
12.2 GOALS, OBJECTIVES AND POLICIES
ISSUE: Survey and Data Management of Historic & Archaeological Resources
ISSUE: Administration of Historic Preservation
ISSUE: City Support of Historic Preservation
ISSUE: Public Awareness and Support
ISSUE: Protect Archaeological Resources in the City

12.1 INTRODUCTION

The preservation, protection, perpetuation and use of landmarks, landmark sites and historic districts have public value because they are visible and tangible reminders of the history and heritage of the City, state and nation. The City's adoption of the Historic Preservation Element of the Comprehensive Plan will enhance existing policies and programs that protect the architectural, historic and archaeological resources for the present and future citizens of St. Petersburg.

12.2 GOALS, OBJECTIVES AND POLICIES

GOAL - HISTORIC PRESERVATION (HP):

The historic preservation plan shall direct and manage the programs and policies related to the preservation of the city's historic and archaeological resources.

ISSUE: Survey and Data Management of Historic and Archaeological Resources

In order to properly protect the historic resources of the community, proper identification and documentation of historic and archaeological sites are necessary. The documentation of these sites will be of no benefit, however, if there are no established programs and policies to protect these sites once they are identified. The continual development of these policies and programs will provide the tools necessary to preserve the historical integrity and character of the City.

OBJECTIVE HP1:

To continue to promote the preservation of resources through the commitment to conduct historic and archaeological resource surveys and the continued development of ordinances, guidelines and databases.

Policies:

HP1.1 The City will continue to pursue grant funding to conduct historic and archaeological resource surveys which will include the preparation and updating of Florida Master Site File (FMSF) Forms. All survey and assessment work must be performed by professional architectural historians and archaeologists who meet the Professional Qualification Standards set forth as part of the Secretary of the Interior's Standards for Archaeology and Historic Preservation (36 CFR Part 61).

HP1.2 The City will obtain digital and GIS downloads of the FMSF database and survey reports from the Florida Division of Historical Resources every six months. The City will provide updates to the Florida Division of Historical Resources regarding demolitions or address changes and will continually update the City's FMSF records accordingly.

HP1.3 *St. Petersburg's Design Guidelines for Historic Properties* will be used in the City's Certificate of Appropriateness (COA) process for individual landmarks and to provide information to property owners, architects and contractors. The City will update the design guidelines as needed.

HP1.4 The City will identify and recommend to the commission designated in the LDRs a list of properties eligible for inclusion in the St. Petersburg Register of Historic Places and shall provide information to the owners regarding the benefits of designation. This list shall be updated annually.

HP1.5 The City shall produce a map which identifies areas of concentration of historic resources which appear to qualify as historic districts. This will be updated according to available data.

HP1.6 The City shall request that the State Historic Preservation Officer provide a Determination of Eligibility (DOE) for listing in the National Register of Historic Places for all properties either listed in or considered eligible for listing in the St. Petersburg Register of Historic Places. This request for a DOE shall be made annually.

ISSUE: Administration of Historic Preservation

Since the first survey was conducted by the City in 1977, the City of St. Petersburg has been dedicated to documenting and preserving its historic resources. This has been achieved through a variety of policies and programs established to provide incentives for the community to preserve the historic structures and to develop a system of checks to ensure that historic properties are not adversely altered or demolished without sufficient review. The administration of the historic preservation program is an evolutionary process which must be amended and updated regularly.

OBJECTIVE HP2:

To continue to develop programs and policies to protect and preserve the City's historic resources.

Policies:

HP2.1 In order to meet the requirements of the Certified Local Government program, the membership of the commission(s) designated in the LDRs must include an archaeologist, historian, preservation specialist or member of the general public with special knowledge of historic preservation.

HP2.2 The City shall provide technical assistance and a staff liaison to the commission designated in the LDRs and City Council regarding efforts to provide public information, education and technical assistance relating to historic preservation programs.

HP2.3 The City shall provide technical assistance to applications for designation of historic structures and districts.

HP2.4 The City shall conduct a coordinated local review procedure for those persons desiring to concurrently apply for designation to the National Register of Historic Places and to the City for historic landmark designation.

HP2.5 The City will endeavor to initiate and process a minimum of three (3) applications each year for properties identified on the historic and archaeological resource inventories to determine their eligibility for designation as a local landmark, historic district or National Register landmark. The City will use the following selection criteria to determine which properties should be subject to City-initiated landmark designation applications:

- National Register or Determination of Eligibility (DOE) status
- Prominence/importance related to the City
- Prominence/importance related to the neighborhood
- Degree of threat to the landmark
- Condition of the landmark
- Degree of owner support
- City-owned property

HP2.6 Decisions regarding the designation of historic resources shall be based on National Register eligibility criteria, the Historic and Archaeological Preservation Overlay section of the Land Development Regulations and Comprehensive Plan policies.

HP2.7 An applicant may bring before the Commission designated in the Land Development Regulations and City Council for nomination as a City-initiated landmark district an area designated as a National Register of Historic Places district and not designated as a local landmark district, provided that the applicant secures approval from the owners of the properties in the proposed district as required by the Historic and Archaeological Preservation Overlay section of the Land Development Regulations.

HP2.8 The City will request that the Pinellas County School Board designate eligible school buildings to the St. Petersburg Register of Historic Places under the local ordinance and the National Register of Historic Places. The City shall assist the school board in identifying the buildings appearing to qualify as historic landmarks.

HP2.9 In order to protect and preserve the City's historic resources, the City shall incorporate policies into the Land Development Regulations which discourage the demolition of historic resources which are listed, or eligible for listing, in the National Register of Historic Places or the St. Petersburg Register of Historic Places. Not only does this reinforce the City's public policy that historic preservation is a public necessity, it preserves sense of place, encourages heritage tourism, and eliminates perpetually vacant blocks.

HP2.10 The City shall examine adding new land use and zoning incentives for historically or archaeologically significant properties for inclusion in the land development regulations.

HP2.11 The Development Review Commission site review criteria will continue to include criteria that ensure sensitivity and protection to adjacent historic resources related to scale and mass.

HP2.12 The City will track hexagon block sidewalk removal and, on an annual basis, the commission(s) designated in the LDRs will be provided a report setting forth the blocks in which hexagon block sidewalks have been removed during the previous year. Based on such information, the Commission will advise City Council if changes are needed in the City's hexagon block sidewalk policy.

HP2.13 The City shall create a Historic Property Disaster Preparedness Plan for historic and archaeological resources, pursuant to federal and state guidelines.

HP2.14 Code enforcement staff will be trained, as needed, to identify and cite historic properties that suffer from decline due to neglect, vacancy and deferred maintenance.

ISSUE: City Support of Historic Preservation

There are a variety of preservation programs funded by the local, state and national government entities and independent organizations. Due to budgetary constraints, it is important that local and state organizations support these programs through various means to ensure their survival.

OBJECTIVE HP3:

To support the programs and incentives provided by local, state and national preservation organizations.

Policies:

HP3.1 The City will continue to implement the ad valorem tax exemption for historic properties.

HP3.2 The City will investigate and, when appropriate, pursue grant and other funds that will assist in funding rehabilitation or restoration of historic properties on an on-going basis.

HP3.3 The City will continue to monitor and appropriate support from state and national incentive programs related to historic preservation.

HP3.4 All City departments that provide or can create programs or incentives to assist in the rehabilitation and preservation of historic properties will provide assistance on an on-going and case-by-case basis.

HP3.5 The City will continue to review its land use and Land Development Regulations and consider initiating amendments to such regulations to remove unnecessary disincentives to the reuse and redevelopment of historic landmarks. The City will solicit input from appropriate local and state organizations and interest groups.

HP3.6 The Building Official shall be encouraged to interpret and apply the existing building code to facilitate and encourage the preservation, rehabilitation and renovation of historic properties.

HP3.7 The City shall create a Historic Preservation Grant Program funded through proceeds from the Historic Transfer of Development Rights Program. The City and other interested parties shall investigate uses for this fund to benefit historic preservation in the City.

ISSUE: Public Awareness and Support

A successful preservation program relies on the commitment of both the preservation community and the City working together to protect the area's historic resources.

OBJECTIVE HP4:

To promote the benefit and awareness of preservation activities in the City of St. Petersburg.

Policies:

HP4.1 The preservation community and the City will work together to promote the City's heritage and commitment to preservation by making programs concerning the historic resources of the City and the preservation program available to the general public, including participation in Preservation Week activities.

HP4.2 The City will provide assistance to individuals and groups applying for grant funding for historic programs and related projects.

HP4.3 To heighten the community's awareness and increase the prestige of ownership, the preservation community and the City will continue to solicit sponsors to provide plaques which recognize locally designated buildings and historic sites as significant resources of the community.

HP4.4 The City, in conjunction with the community preservation groups, will make promotional brochures available to the public to promote the benefits of preservation in the community. Preservation publications, such as technical assistance materials, funding information, information on the City's preservation program and regulations, will be maintained and made available to the public on an on-going basis. The Historic Preservation Section shall establish and maintain a Preservation "Library" resource room with materials to assist homeowners and staff in preservation matters. This shall include digital information such as copies of National Register of Historic Places nominations and survey reports from the Florida Division of Historical Resources.

HP4.5 The City shall assist preservation interest groups in identifying existing and potential local historic preservation problems and in addressing solutions to those problems.

HP4.6 The commission(s) designated in the LDRs and City Council shall annually conduct a joint workshop which will include input from the commission(s) designated in the LDRs, the preservation community and the development community. At that time, staff will present a report concerning the activities of the Commission during the past year, including the identification of known historic and archaeological resources lost during the past year, and recommendations for improvements to the City's preservation program.

HP4.7 Recognizing that there are conflicts between downtown development goals and objectives and the goals and objectives of the City's preservation program, the City and preservation community, in conjunction with the downtown property owners and business community will conduct a workshop, as needed, to identify ways to minimize conflicts between historic preservation and downtown redevelopment.

HP4.8 City staff will continue to develop programming to inform the public about historic preservation issues within the City through the means of the City's TV channel and other sources. The City will create marketing materials, including heritage tourism materials such as walking tours and neighborhood tours, to promote the City's Historic Preservation resources. The City will continue to update the City's Historic Preservation webpage to increase awareness of historic preservation benefits, issues, and regulations.

HP4.9 City staff will continue to promote local and statewide preservation workshops and encourage participation by members of the appropriate City departments, the commission designated in the LDRs, local preservation interest groups, and the citizens of the City of St. Petersburg.

HP4.10 City staff will continue to conduct training workshops for the commission(s) designated in the LDRs and the public.

ISSUE: Protect Archaeological Resources in the City

There are many archaeological resources located within the City. Although previous archaeological surveys culminating in the creation of the Archaeological Resources Management Plan identified a number of sites, many more remain unidentified and unrecorded. The City recognizes the need to continue identification efforts and to protect these resources from both immediate and cumulative adverse impacts.

OBJECTIVE HP5:

Utilize the historic preservation ordinance and other available programs to preserve significant archaeological resources located in the City.

Policies:

HP5.1 All survey, identification, assessment, mitigation, and curation of archaeological sites and artifacts required by the City will be performed by a professional archaeologist who meets the Professional Qualification Standards set forth as part of the Secretary of the Interior's Standards for Archaeology and Historic Preservation (36 CFR Part 61).

HP5.2 The City will pursue grant funding to continue to investigate and survey the location of archaeological sites and to update the Archaeological Resources Management Plan. All identified sites will be assessed for eligibility for listing in the National Register of Historic Places and the local register.

HP5.3 The archaeological sites located on City owned land are monitored and maintained by the City's Parks & Recreation Department.

a. The Parks & Recreation Department shall be responsible for insuring that any proposed parkland development will not adversely impact a significant archaeological site.

b. The Archaeological Resources Management Plan will guide the City in determining which City parkland sites are significant and will be protected from encroachment, development, and theft.

c. The Parks & Recreation Department will be responsible for insuring that individuals and groups do nothing that might damage the integrity of significant archaeological sites located on City parkland and for monitoring their condition on a regular basis.

HP5.4 The City will obtain digital and GIS downloads of the FMSF database and copies of archaeological survey reports from the Florida Division of Historical Resources every six months. The City will integrate this information into the City's GIS system with a block to prohibit release of the information to the public as required by Florida Statutes unless required by Chapter 119, F.S. Training regarding the protection of archaeological resources will be required before access to the archaeological GIS layer is provided to City employees.

HP5.5 In order to protect and preserve the City’s archaeological resources, the City has adopted Land Development Regulations which discourage adverse impacts or the demolition of sites which are listed, or eligible for listing, in the National Register of Historic Places or the local register.

HP5.6 The City, in conjunction with professional archaeologists, shall develop guidelines and procedures for ground disturbing activities on, or in the vicinity of, known or suspected archaeological sites.

HP5.7 In an effort to increase awareness of St. Petersburg's archaeological resources, the City and the commission designated in the LDRs will conduct an archaeology workshop annually. This workshop will focus on the City's archaeological resources as well as other archaeological issues. City staff involved with managing and maintaining the archaeological sites from various City departments as well as utility and cable companies shall be invited to attend.

PUBLIC SCHOOL FACILITIES ELEMENT

Sections:

13.1 INTRODUCTION
13.2 GOALS, OBJECTIVES AND POLICIES

13.1 INTRODUCTION

The public school system in Pinellas County is based on a countywide district, encompassing all of the municipalities within the County and the unincorporated area.

In 2005, the Florida Legislature passed Senate Bill 360, mandating that concurrency be established for public school facilities not granted an exemption. School concurrency requires that a community's adopted level of service standard for public schools is met, or a developer executes a legally binding commitment to provide mitigation proportionate to the demand created by the proposed development, before development orders are issued. The Florida Statutes require that local governments that have exceeded a certain minimum level of growth over the past five years, develop and adopt a Public School Facilities Element (PSFE), which forms the basis for implementing school concurrency and other subjects addressed in the updated Public Schools Interlocal Agreement that was entered into between the School Board, twelve municipalities, and Pinellas County.

In response to this mandate, Pinellas County, together with the School District and all municipalities served by the Pinellas County School District that are required to implement school concurrency, began the process of creating a PSFE. A School Planning Workgroup was formed in January of 2006 to address this new requirement, and included staff from each affected local government, the School District, and the Pinellas Planning Council. The Pinellas Schools Collaborative was formed from the 1906 Committee that prepared the original Public Schools Interlocal Agreement, which was executed in April of 2003. The Collaborative consists of elected officials from Pinellas County, twelve municipalities, and the School Board. Together, the Workgroup and the Collaborative developed the updated Public Schools Interlocal Agreement, agreeing to create one PSFE that each local government would be able to adopt. This use of a single PSFE would ensure that there was consistency throughout the local governments and that development could be tracked countywide, further ensuring that public school facilities would not be adversely affected by additional development and redevelopment. The Workgroup and the Collaborative met numerous times to develop the updated Interlocal Agreement, and later the Element itself.

House Bill 7207, known as the Community Planning Act (Chapter 2011-139, Laws of Florida) was signed into law on June 2, 2011. This new law deleted the requirement for a public school facilities element and made school concurrency optional. School concurrency is proposed for elimination not only because of the new statutory requirements but also because of significantly reduced student enrollment and an already existing system of intergovernmental coordination of school planning efforts which has been in place since 2003.

13.2 GOALS, OBJECTIVES AND POLICIES

GOAL:

Through partnerships and effective collaboration among the local governments and the Pinellas County School District, and because of a shared commitment to educational excellence, all students of the Pinellas County School District shall be provided the opportunity for high student achievement through the availability of high quality public educational facilities.

OBJECTIVE PS1:

The City, its partner local governments, and the School District agree to coordinate and base their plans upon consistent projections of population growth and student enrollment, and will coordinate in sharing of information on proposed school facility changes, certain planned infrastructure improvements, and proposed land use plan amendments and rezonings that increase or decrease residential densities.

Policies:

PS1.1 The City, its partner local governments, and the School District, will utilize population growth projections prepared by the Pinellas County Metropolitan Planning Organization's Technical Coordinating Committee when developing their plans and student enrollment projections, consistent with Section 2 of the Public Schools Interlocal Agreement.

PS1.2 To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City shall continue to notify the School District of all Local Planning Agency hearings where land use plan amendments or rezonings will be considered that increase or decrease residential densities.

PS1.3 The City shall inform the School District in advance of infrastructure projects that will restrict vehicular or pedestrian accessibility to public schools with sufficient time for School District review and comment, in compliance with Section 3(b) of the Public Schools Interlocal Agreement. An example would be infrastructure projects that would disrupt the use of sidewalks that are utilized by students accessing public school facilities.

PS1.4 The School District shall notify the City of the need for on-site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the jurisdiction of the City. Thereafter, representatives of the School District and the City will meet and determine the responsibility for making such improvements and identify other agencies that should be involved. The School District and the City will then meet with the other agencies to coordinate the completion of the on-site and off-site improvements, in accordance with Section 5 of the Public Schools Interlocal Agreement.

PS1.5 The City and the School District shall utilize student generation rates developed by the School District for purposes of calculating the anticipated number of public school students that would be generated when evaluating proposed future land use plan amendments, rezonings, residential site plans and final residential subdivision approvals.

OBJECTIVE PS2:

The City shall practice effective intergovernmental coordination with its partner local governments and the School District to ensure coordination of land use plans, development approvals, and capital facilities planning.

Policy:

PS2.1 The City shall appoint one elected official to represent the City's interest to the Pinellas Schools Collaborative ("Collaborative"). The Collaborative shall provide oversight**,** coordination and direction regarding implementation of the Public Schools Interlocal Agreement.

GOAL:

The City shall coordinate with its partner local governments and the school district on projects that encourage cohesive neighborhoods, that contribute to community building, and that provide for long-term sustainability.

OBJECTIVE PS3:

The City shall support efforts that facilitate coordination of planning between the City and the School District for the location and development of public educational facilities.

Policy:

PS3.1 The City shall participate with the School District in the process of evaluating potential school closures, significant renovations to existing schools, and school site selection before land acquisition in accordance with Section 4 in the existing Public Schools Interlocal Agreement filed on April 24, 2007, or as it may be subsequently amended.

OBJECTIVE PS4:

Consistent with Section 163.3177(6)(a), F.S., and consistent with the City's future land use policies, the City shall explore those opportunities where co-location of public facilities and public schools provides a mutual benefit, serves a desirable community purpose, or represents an efficient use of finances and staff resources.

Policies:

PS4.1 As the opportunity arises, the City and the School Board shall evaluate the ability to enter into an agreement to co-locate existing or planned school sites with other public facilities, including but not limited to bike and pedestrian pathways, libraries, parks, community and recreational centers and facilities, museums, performing arts centers, auditoriums, stadiums, health care and social services, and other uses as may be determined appropriate.

PS4.2 Should the City and the School Board determine that the co-location of public facilities is mutually advantageous and desirable, the appropriate method of agreement will be decided upon, and could include such options as, but not be limited to, an interlocal agreement, a City resolution, or a memorandum of understanding.

OBJECTIVE PS5:

The City will support the School District's commitment to sustainable design and operations, as public schools are integral contributors to the quality of the surrounding community.

Policy:

PS5.1 The City and the School District will share information on sustainable design and green building practices, and take advantage of opportunities to incorporate demonstration projects and technologies on-site, so that local schools can serve as community models of environmental efficiency.

GOAL:

The City will coordinate with the School District and other local governments to improve the safety of students as they access public school facilities.

OBJECTIVE PS6:

The City shall collaborate with the School District and other local governments to promote safe access for students to public school facilities.

Policies:

PS6.1 The City shall participate on the School Transportation Safety Committee (STSC) of the Pinellas County Metropolitan Planning Organization (MPO) to identify locations within the County where student safety is a concern, and to develop recommendations in response to student safety issues raised by the School District, local governments, the School Transportation and Enhanced Pedestrian Safety (STEPS) Committee, or the community to enhance the safety of students accessing public school facilities.

PS6.2 The City shall consider implementation of recommendations from the STSC that affect its jurisdiction, in coordination with the School District and any agencies that have some involvement in the identified action, to support student access to public schools in a manner that both improves student safety and is compatible with the surrounding community.

PS6.3 The City shall cooperate with School District initiatives that implement STSC recommendations for modifications to a school campus.

PS6.4 The City shall, in its capital improvement program, determine the priority for construction of those sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists.

PS6.5 For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City may require the developer to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility, in support of Section 1013.36 (5), F.S. and the most current MPO Transportation Plan.

GOAL:

Opportunities are maximized for public schools to be designed such that they can serve a vital emergency management purpose in times of disaster.

OBJECTIVE PS7:

The safety of the public shall be a high priority when designing future public school facilities and renovating existing facilities.

Policies:

PS7.1 The City shall coordinate with the School District and Pinellas County on emergency preparedness issues, including the use of public school facilities for emergency shelters.

PS7.2 Future public school facilities that are not located within category 1, 2 or 3 evacuation zones, shall be designed to serve the public as emergency shelters, consistent with Section 1013.372, F.S. These public school facilities shall be designed according to the public shelter criteria outlined in the Florida Building Code.

PS7.3 The City shall annually update its Capital Improvements Element to ensure that the School District's capital needs are reflected in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide emergency shelter spaces, as identified by the Tampa Bay Regional Hurricane Evacuation Study developed by the Tampa Bay Regional Planning Council.

PLAN MONITORING AND EVALUATION ELEMENT

Sections:

14.1 MONITORING AND EVALUATION
14.1.1 UPDATE PROCEDURES

14.1 MONITORING AND EVALUATION

The purpose of this chapter of the Comprehensive Plan is to outline the monitoring, evaluation, and updating procedures which will be carried out following plan adoption. These procedures identify minimum requirements for monitoring and evaluation of this Comprehensive Plan. However, they do not preclude more extensive or more frequent monitoring, evaluation, and update of other items contained in, or related to, the goals, objectives, and policies of the Comprehensive Plan.

14.1.1 UPDATE PROCEDURES

In order to effectively monitor implementation of the plan and to maintain the plan as an effective and pertinent planning tool, the supporting inventories and analyses will need to be updated. Dependent upon the application of the data, updating may be continuous, annual, or at less frequent intervals. This updating shall be the responsibility of the St. Petersburg planning department.

The planning staff shall prepare an annual monitoring report and shall place the report on the planning department's web page for review by the commission(s) designated in the LDRs, the City Council, other interested persons and the general public. This report shall review all levels of service, all objectives, and any Comprehensive Plan amendments which have occurred. Adoption of this report will not be required.

In addition to completion of a monitoring report, the Capital Improvements Element shall be updated annually and will evaluate new capital improvement priorities, costs, revenue concerns and implementation schedules, as determined within the support data and the St. Petersburg Capital Improvements Program.

An evaluation and appraisal report (EAR) shall be completed by the St. Petersburg planning department and adopted by the City Council, in compliance with Chapter 163.3191, F.S., as amended. In any year during which an EAR is completed, the EAR shall be substituted for the annual monitoring report.

PROPERTY RIGHTS ELEMENT

Sections:

15.1 INTRODUCTION
15.2 GOALS, OBJECTIVES AND POLICIES

15.1 INTRODUCTION

The mandatory requirement for all local jurisdictions to adopt a Property Rights Element into their Comprehensive Plans became effective on July 1, 2021, for the purpose of insuring that private property rights are considered in local decision making.

15.2 GOALS OBJECTIVES AND POLICIES

GOAL PR: In accordance with the legislative intent expressed in Sections 163.3161(10) and 187.101(3), Florida Statutes, this Comprehensive Plan shall respect judicially acknowledged and constitutionally protected private property rights.

ISSUE: Private Property Rights
Private property rights are protected by the Constitutions of both the United States and the State of Florida as well as Florida's Bert Harris Act. In 2021 the Florida State Legislature passed House Bill 59 which requires the addition of a Private Property Rights Element to include the placement of private property rights statements into local Comprehensive Plans so as to ensure that local government entities will "respect judicially acknowledged and constitutionally protected private property rights" granted by the US and State Constitutions.

OBJECTIVE PR1: The following statements of private property rights shall be considered in local decision making.

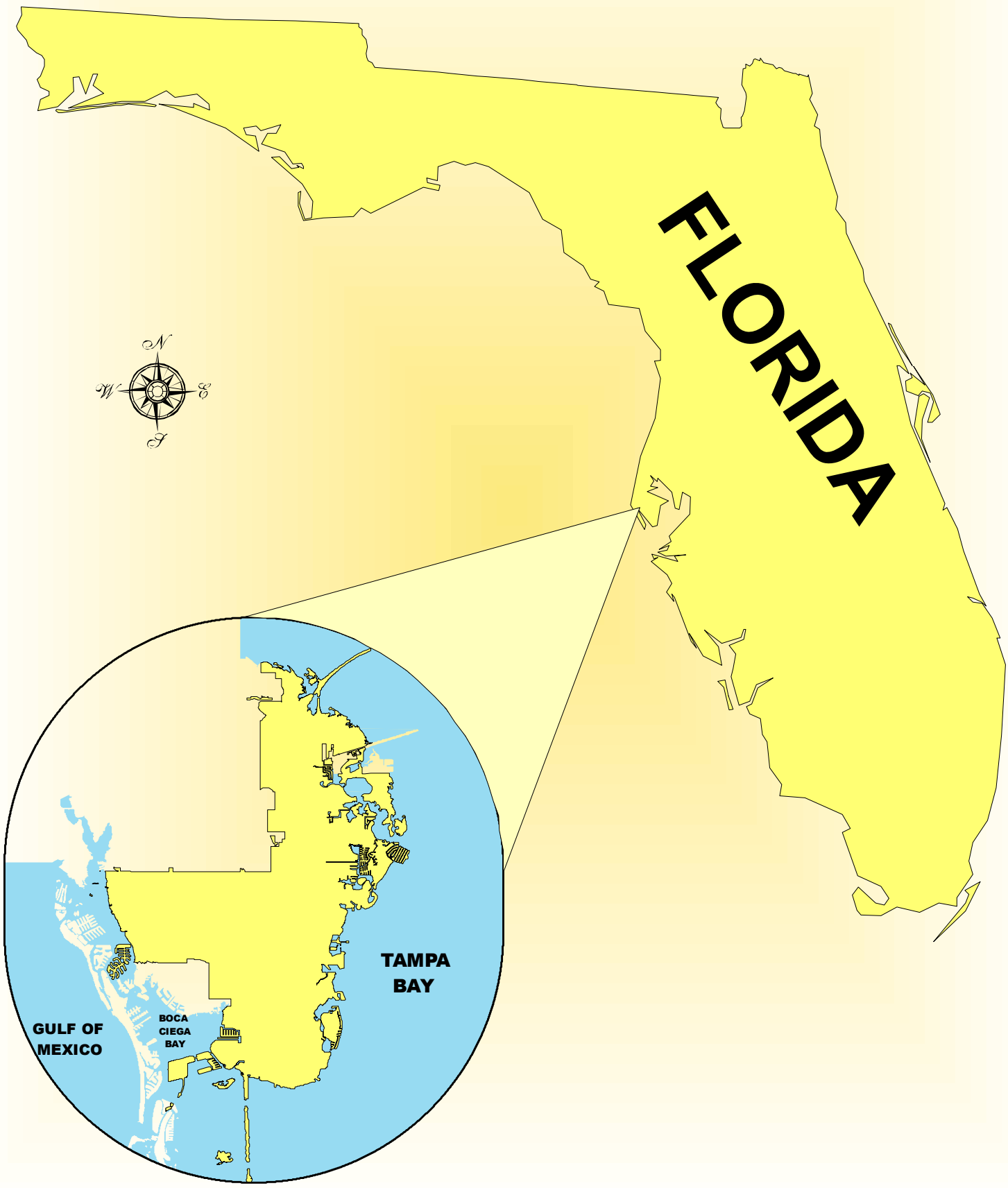
Policy PR1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy PR1.2 The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.

Policy PR1.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy PR1.4 The right of a property owner to dispose of his or her property through sale or gift.

ST. PETERSBURG LOCATION MAP



Source: City of St. Petersburg, Development Services Department Date: MAY 2009

MAP 1

FUTURE LAND USE MAP

RESIDENTIAL
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential High

MIXED-USE
- Residential/Office General

COMMERCIAL
- Commercial General

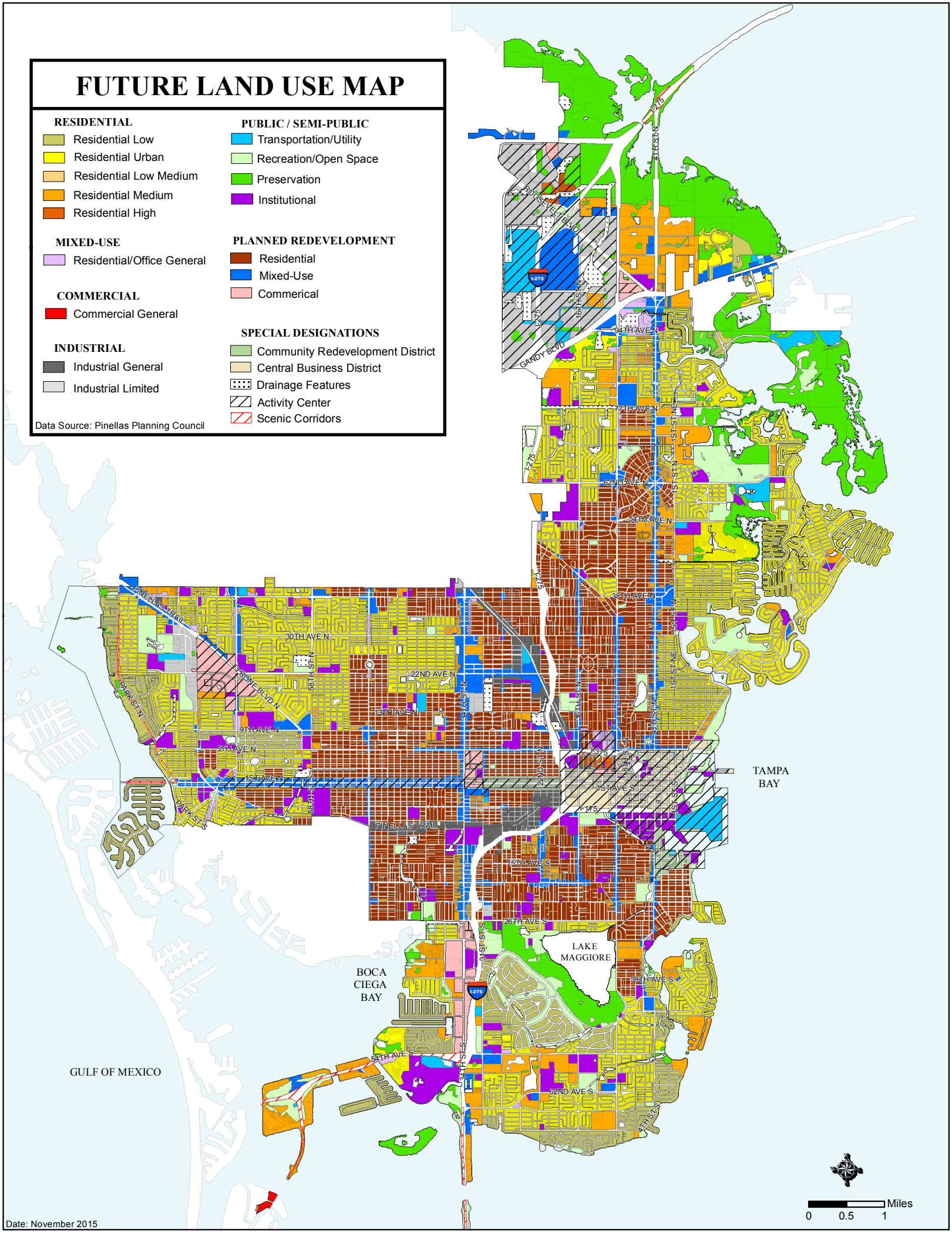
INDUSTRIAL
- Industrial General
- Industrial Limited

PUBLIC / SEMI-PUBLIC
- Transportation/Utility
- Recreation/Open Space
- Preservation
- Institutional

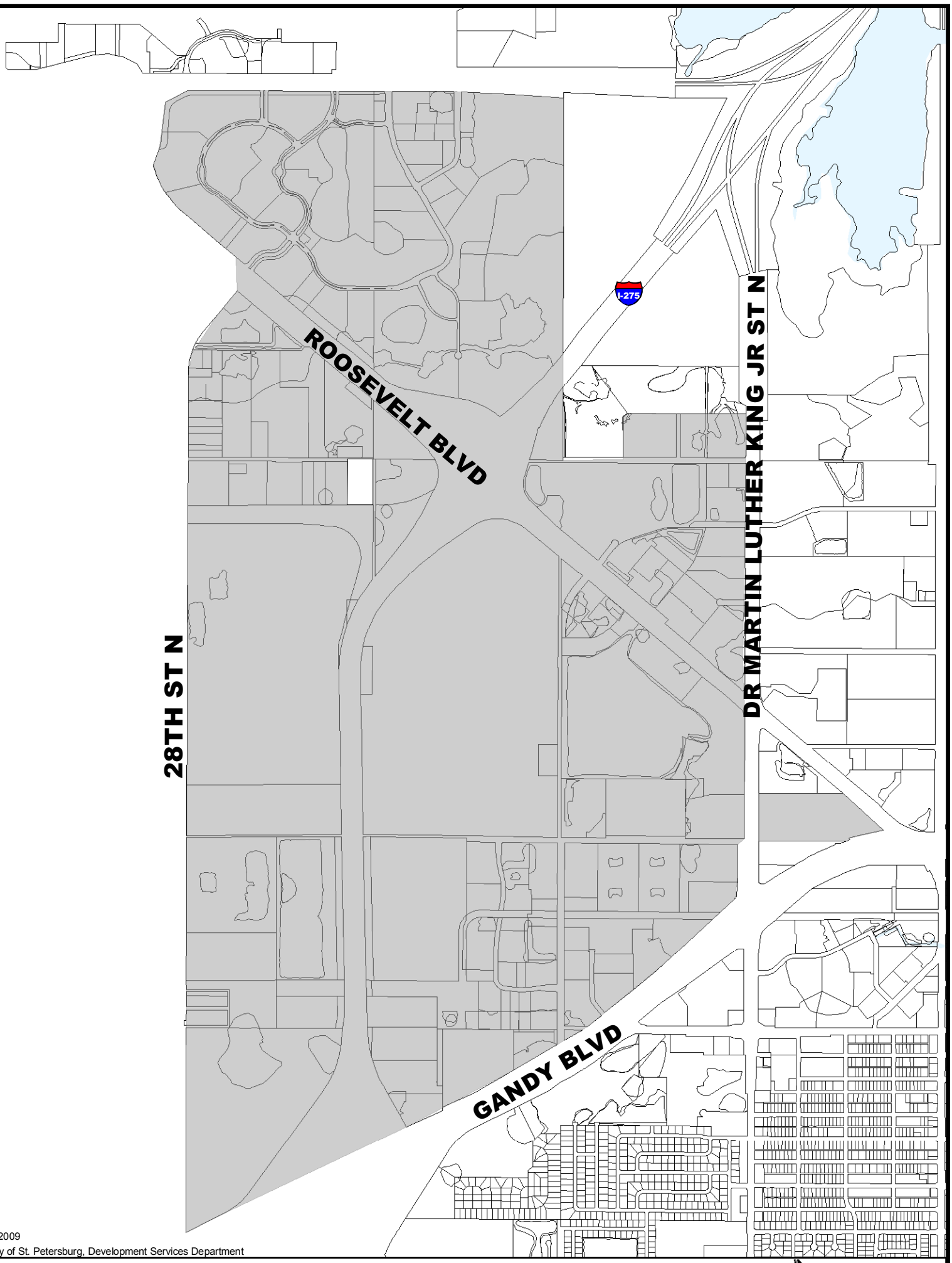
PLANNED REDEVELOPMENT
- Residential
- Mixed-Use
- Commerical

SPECIAL DESIGNATIONS
- Community Redevelopment District
- Central Business District
- Drainage Features
- Activity Center
- Scenic Corridors

Data Source: Pinellas Planning Council



Date: November 2015



Date: May 2009

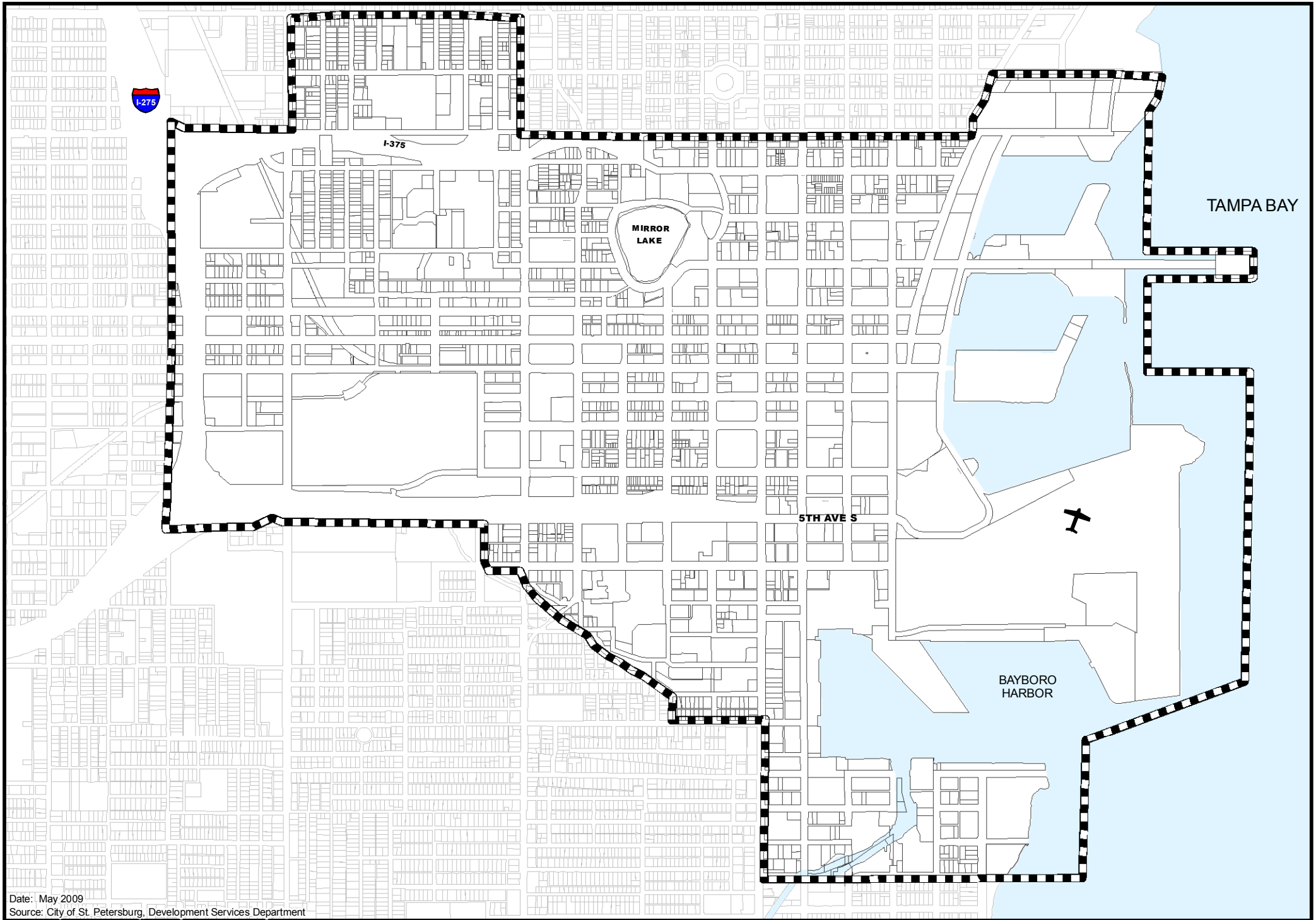
Source: City of St. Petersburg, Development Services Department

FUTURE LAND USE ELEMENT

GATEWAY ACTIVITY CENTER

Scale:1" = 1,650'

MAP 3



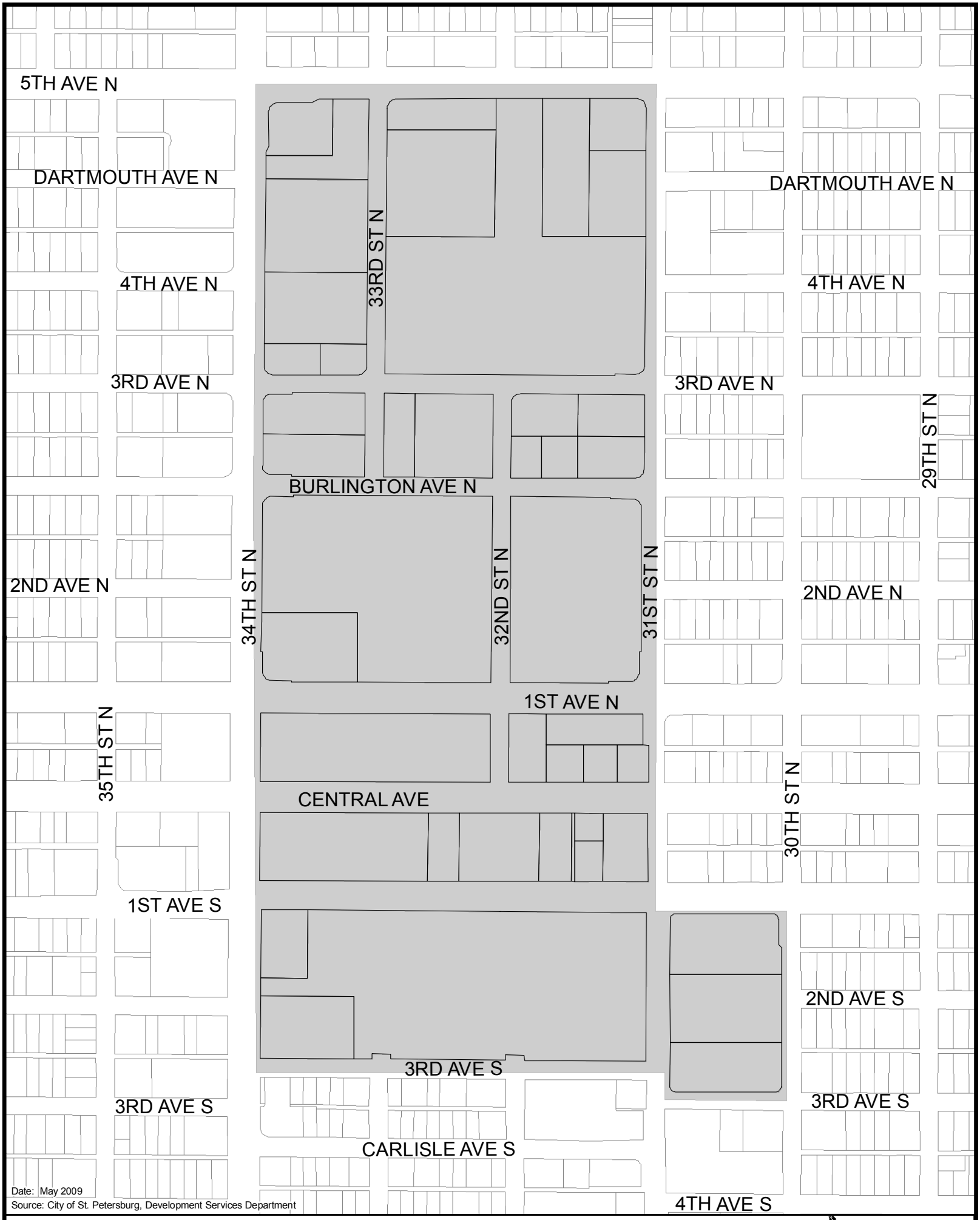
Date: May 2009
Source: City of St. Petersburg, Development Services Department

FUTURE LAND USE ELEMENT

INTOWN ACTIVITY CENTER

Scale: 1" = 1,350'

MAP 4



Date: May 2009

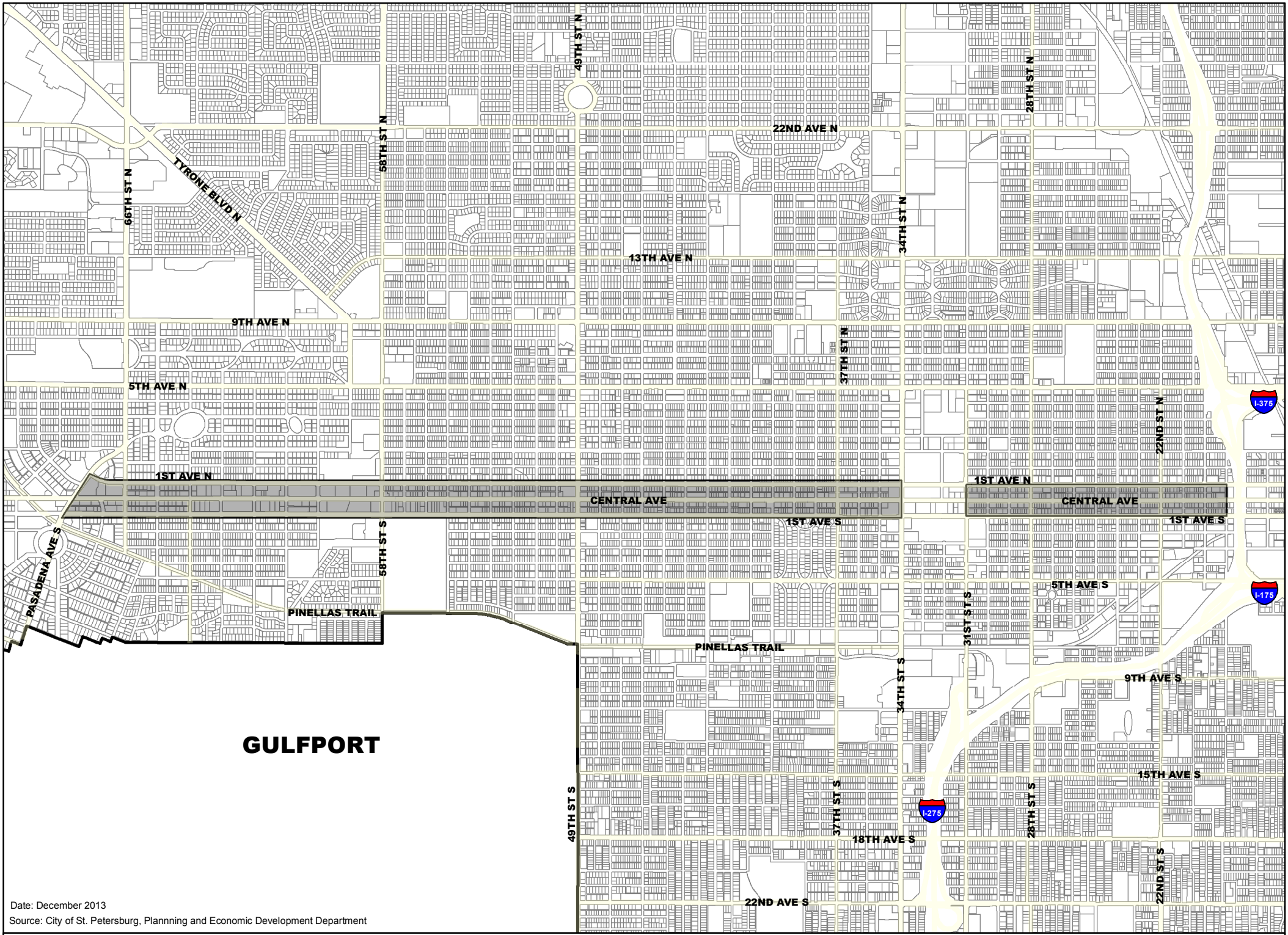
Source: City of St. Petersburg, Development Services Department

FUTURE LAND USE ELEMENT

CENTRAL PLAZA ACTIVITY CENTER

Scale:1" = 375'

MAP 5



Date: December 2013

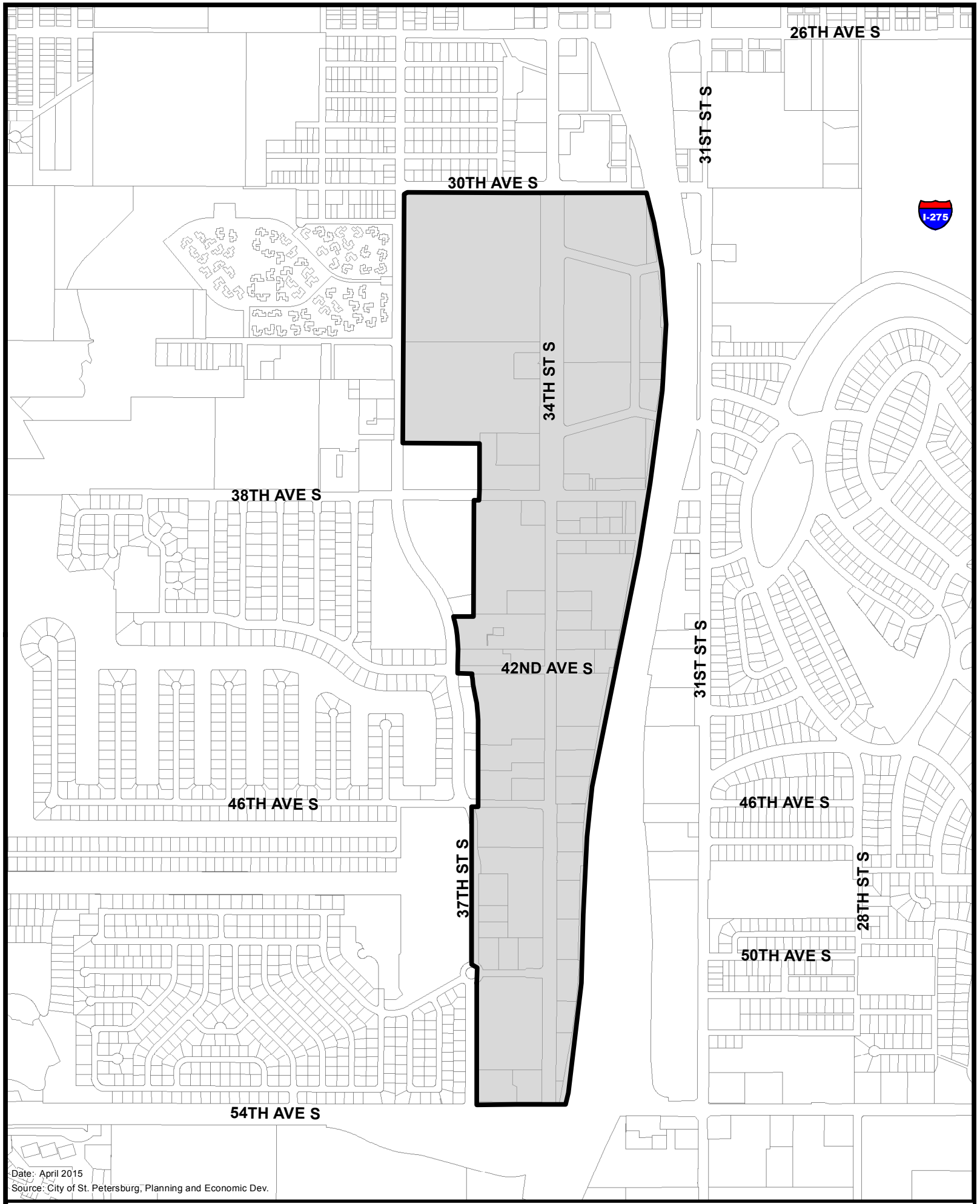
Source: City of St. Petersburg, Plannning and Economic Development Department

FUTURE LAND USE ELEMENT

CENTRAL AVENUE CORRIDOR ACTIVITY CENTER

Scale:1" = 2,394'

MAP 6A



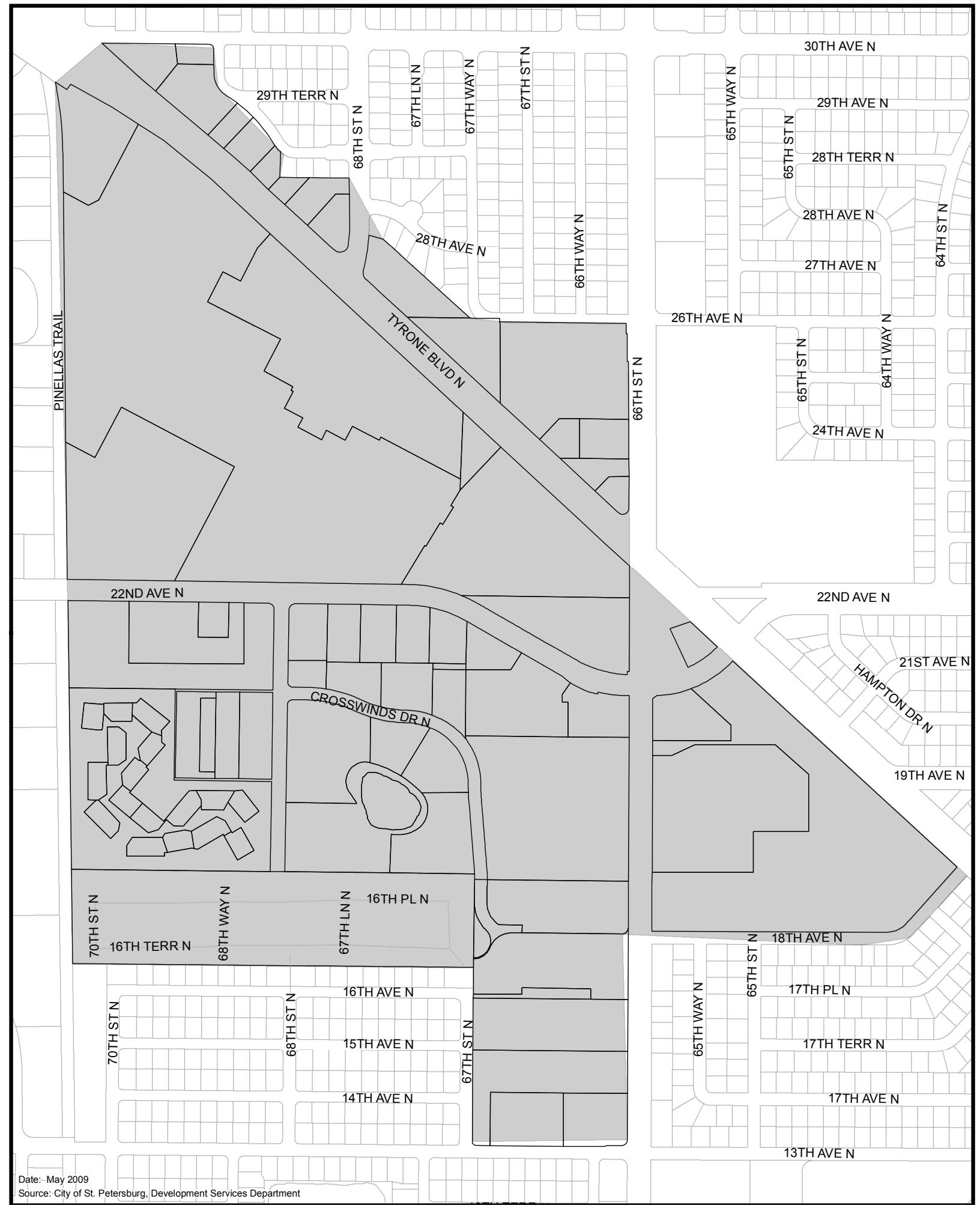
Date: April 2015
Source: City of St. Petersburg, Planning and Economic Dev.

FUTURE LAND USE ELEMENT

Skyway Marina District Activity Center

Scale:1" = 1,000'

MAP 6B



Date: May 2009
Source: City of St. Petersburg, Development Services Department

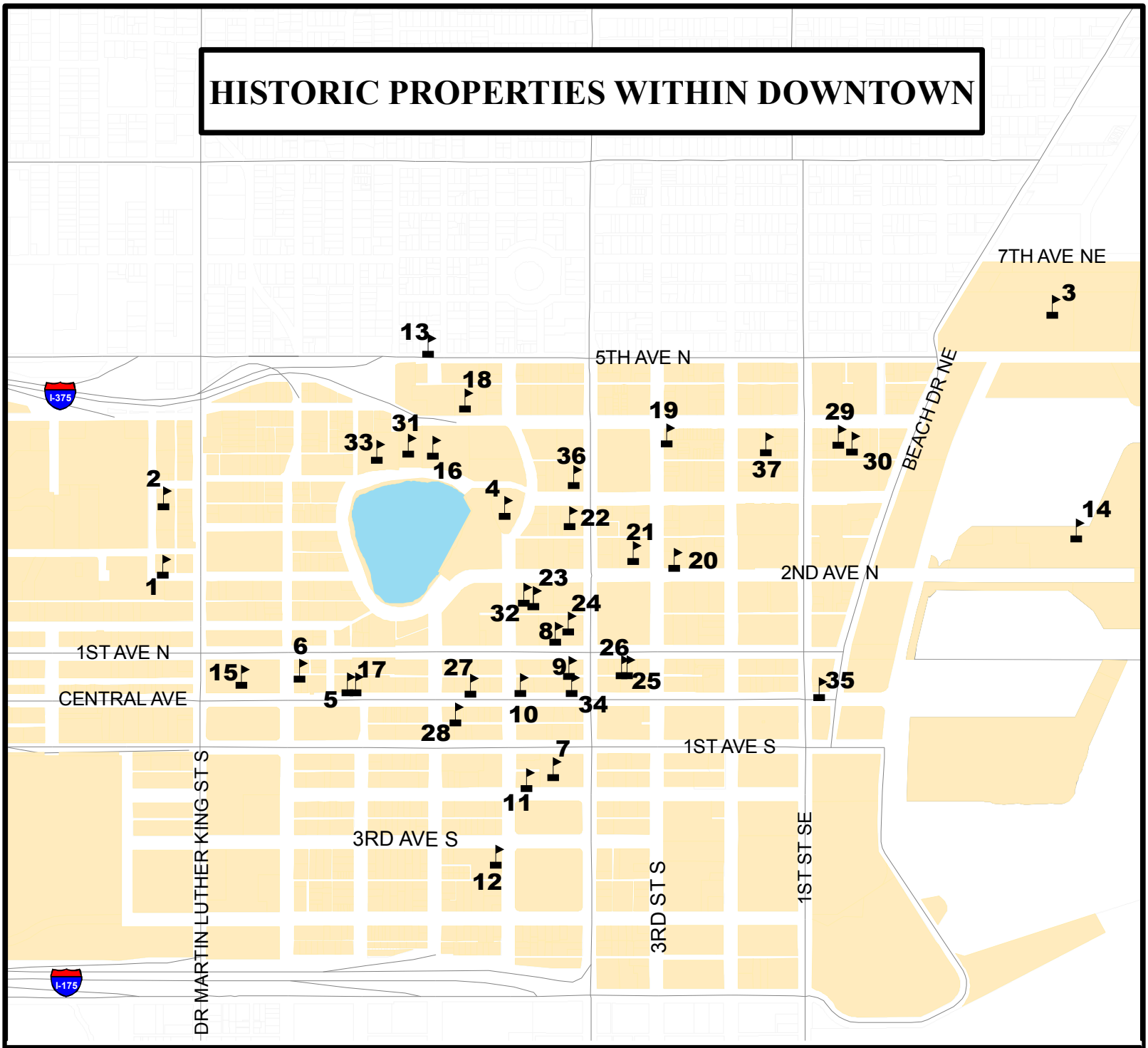
FUTURE LAND USE ELEMENT

TYRONE ACTIVITY CENTER

Scale:1" = 375'

MAP 6

HISTORIC PROPERTIES WITHIN DOWNTOWN



(1) Tenth Street Church of God
(2) Bethel A.M.E. Church
(3) Vinoy Park Hotel
(4) St. Petersburg Carnegie Library
(5) Green-Richman Arcade
(6) Harlan Hotel
(7) Tramor Cafeteria
(8) Princess Martha Hotel
(9) Open Air Post Office
(10) S.H. Kress and Company Building
(11) YMCA Building
(12) Emerson Apartments
(13) Benjamin Boone House
(14) Comfort Station #1
(15) Ninth Street Bank and Trust
(16) St. Petersburg Lawn Bowling Club
(17) State Theater
(18) Coliseum
(19) Henry Veillard House
(20) Hotel Cordova
(21) First United Methodist Church
(22) First Congregational Church
(23) Domestic Science & Manual Training Schoo
(24) First Baptist Church
(25) Dennis Hotel
(26) Women's Town Improvement Association
(27) Alexander Hotel
(28) St. Petersburg Federal Savings and Loan
(29) Bay Gables
(30) Henry-Bryan House
(31) St. Petersburg Shuffleboard Club
(32) Municipal Utilities Building
(33) St. Petersburg High School at Mirror La*
(34) Snell Arcade
(35) Ponce de Leon Hotel
(36) Pennsylvania Hotel
(37) Flori-de-Leon Apartments

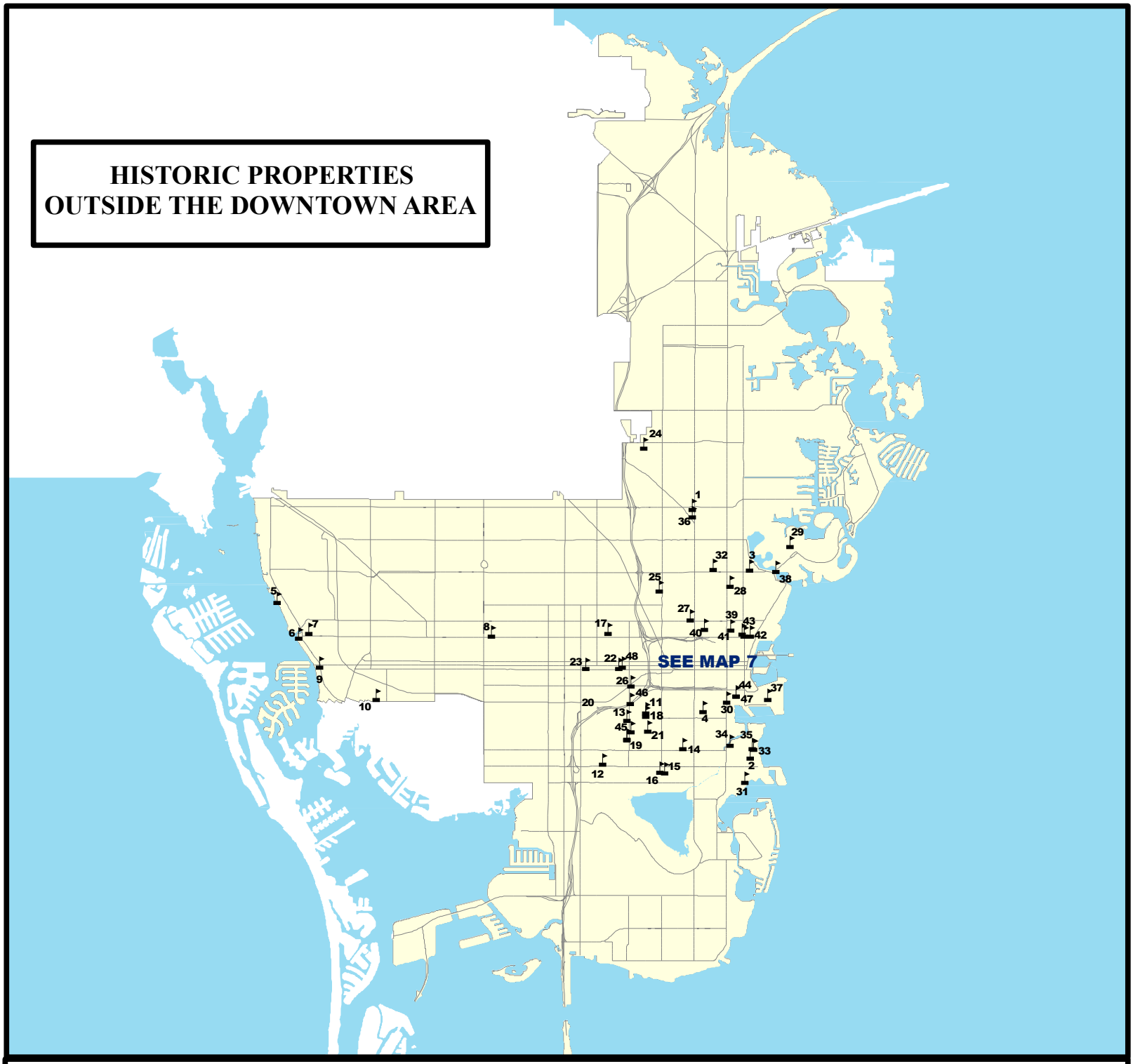
Date: May 2009
Source: City of St. Petersburg, Development Services Department

HISTORIC PRESERVATION ELEMENT

Scale: 1" = 925'

MAP 7

HISTORIC PROPERTIES OUTSIDE THE DOWNTOWN AREA



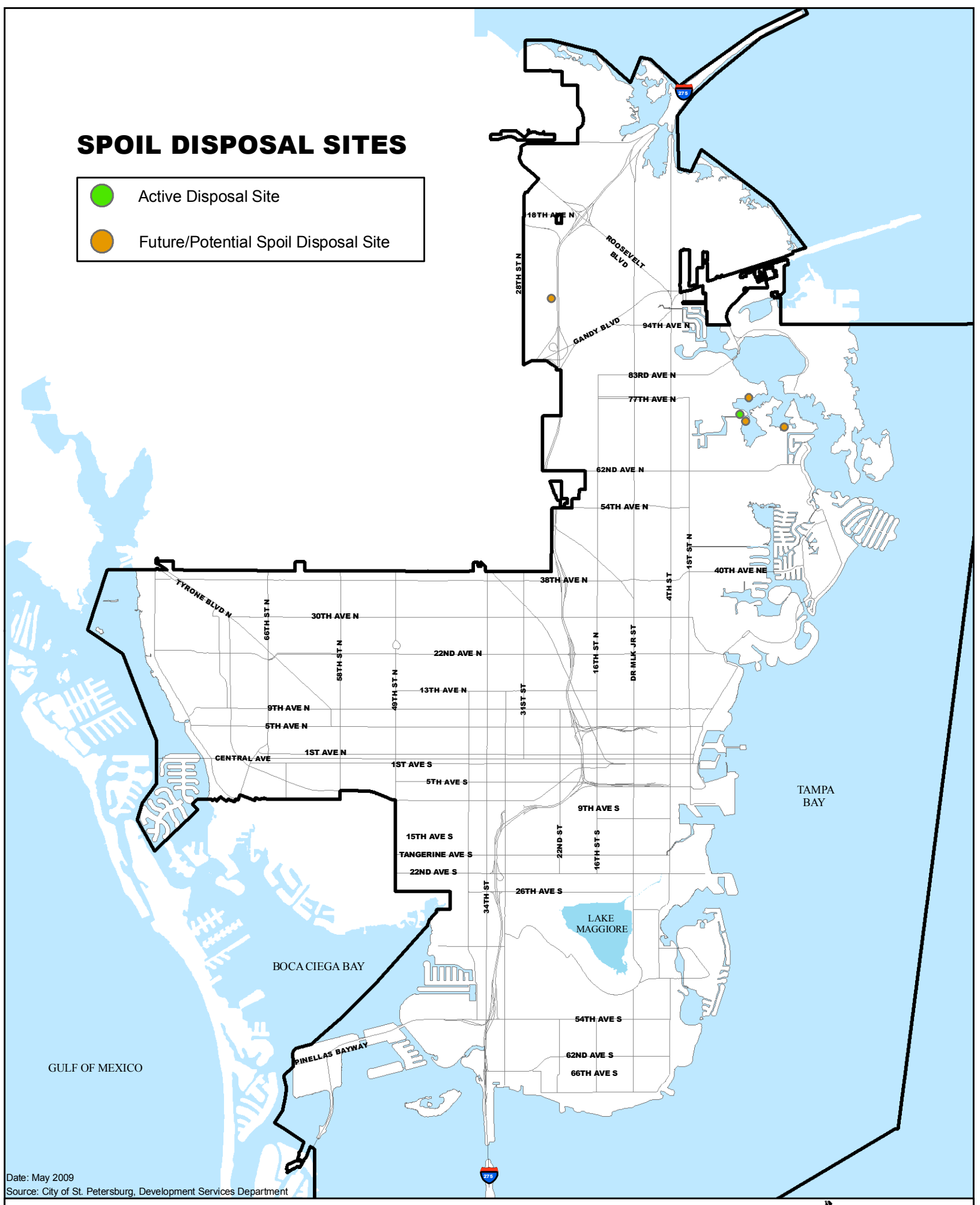
(1) Ainsworth House
(2) Old Southeast-Hexblock
(3) Granada Terrace
(4) Roser Park
(5) Casa de Muchas Flores
(6) Casa Coe da Sol
(7) Jungle Country Club
(8) Robert McCutcheon House
(9) Sunset Hotel
(10) Wellington Lake House
(11) Trinity Presbyterian Church
(12) Glen Oaks Cemetery
(13) Royal Theater
(14) Southside Junior High
(15) Bruce Blackburn House
(16) Ernest H. Lewis House
(17) St. Petersburg High School
(18) Fannye A. Ponder Council House
(19) Swain Apartments
(20) Dr. Robert Swain Dental Office
(21) Melrose Clubhouse
(22) Mari-Jean Hotel
(23) Rose Garden House
(24) Hoxie-Day Gravesites
(25) Publix Groceries
(26) Seaboard Coastline Railroad Station
(27) Euclid Church of Christ
(28) Turner's Sunken Gardens
(29) Sunset Golf and Country Club Clubhouse
(30) Studebaker Building
(31) Dodd Residence
(32) Clyde Remington House
(33) Bayboro House
(34) American Maid Ice Cream Company Building
(35) Robert Lavery House
(36) The Almon Jones-Jay Black House
(37) Hangar No.1 at Albert Whitted Municipal
(38) St. Petersburg Woman's Club
(39) Monticello Apartments
(40) William L. Rawls House
(41) Thomas Whitted House
(42) Boyce Guest House
(43) Robert West House
(44) C. Perry Snell House
(45) Mercy Hospital
(46) Manhattan Casino
(47) John Williams House
(48) Nolen Grocery

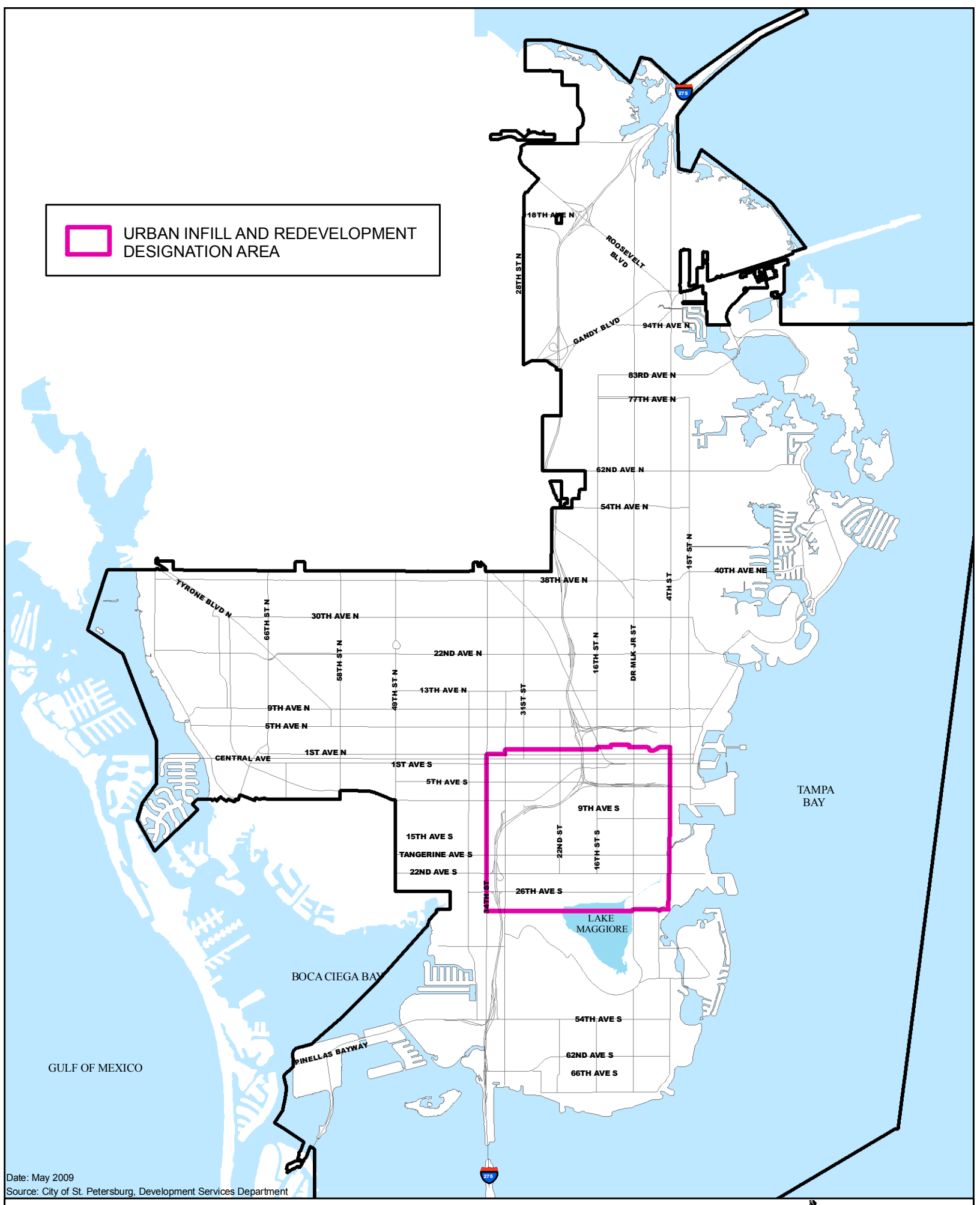
HISTORIC PRESERVATION ELEMENT

Date: May 2009
Source: City of St. Petersburg, Development Services Department

Scale: 1" = 916'

MAP 8


SPOIL DISPOSAL SITES
Active Disposal Site
Future/Potential Spoil Disposal Site
18TH AVE N
ROOSEVELT BLVD
28TH ST N
GANDY BLVD
94TH AVE N
83RD AVE N
77TH AVE N
62ND AVE N
54TH AVE N
40TH AVE NE
38TH AVE N
15TH ST N
4TH ST
TYRONE BLVD N
66TH ST N
30TH AVE N
58TH ST N
22ND AVE N
49TH ST N
16TH ST N
DR MLK JR ST
13TH AVE N
31ST ST
9TH AVE N
5TH AVE N
1ST AVE N
CENTRAL AVE
1ST AVE S
5TH AVE S
9TH AVE S
15TH AVE S
TANGERINE AVE S
22ND AVE S
22ND ST
16TH ST S
34TH ST
26TH AVE S
LAKE MAGGIORE
TAMPA BAY
BOCA CIEGA BAY
54TH AVE S
62ND AVE S
66TH AVE S
PINELLAS BAYWAY
GULF OF MEXICO
Date: May 2009
Source: City of St. Petersburg, Development Services Department
FUTURE LAND USE ELEMENT
Scale: 1" = 8,333'
MAP 9



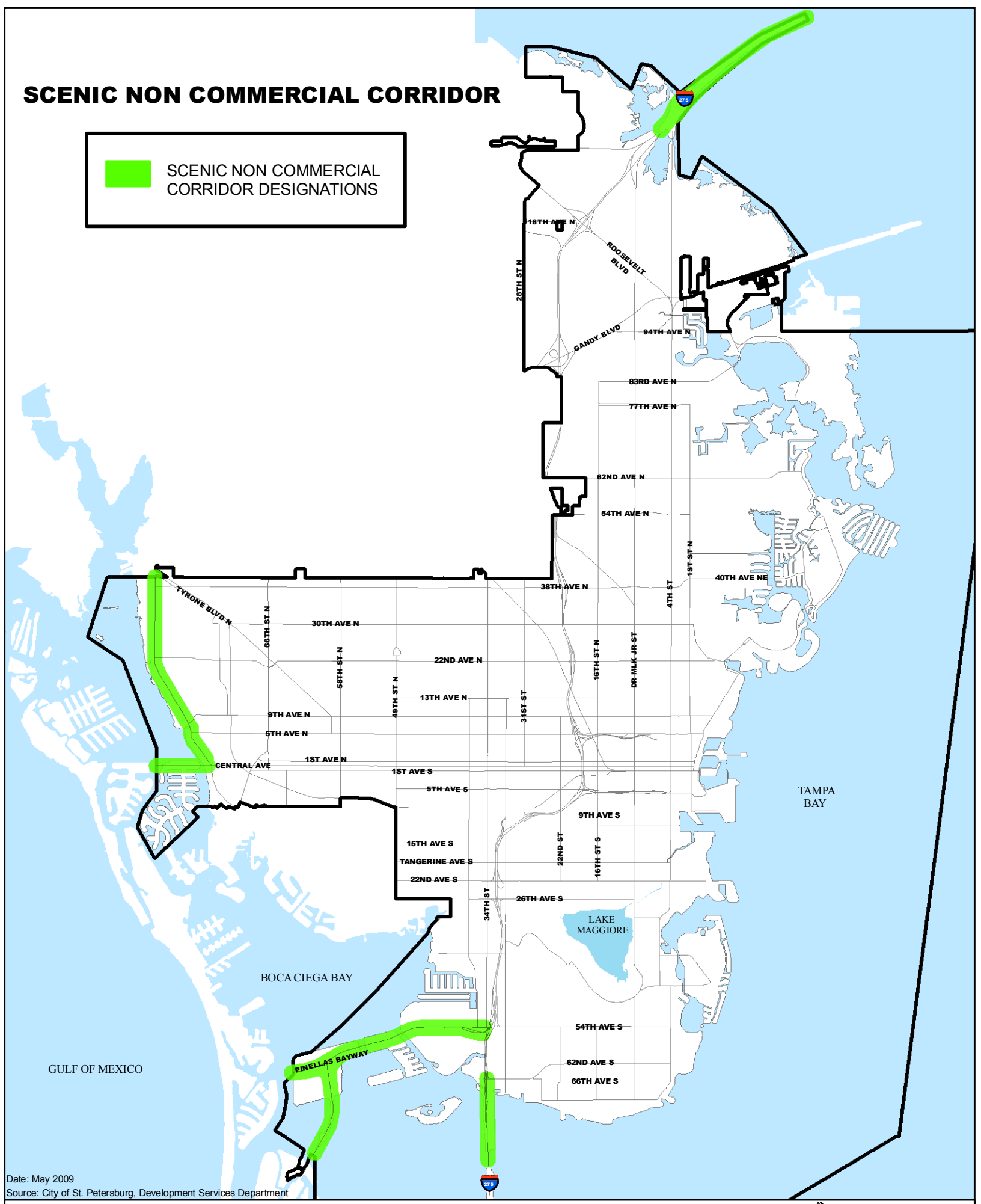
Date: May 2009
Source: City of St. Petersburg, Development Services Department

FUTURE LAND USE ELEMENT

Scale:1" = 8,333'

MAP 10

SCENIC NON COMMERCIAL CORRIDOR

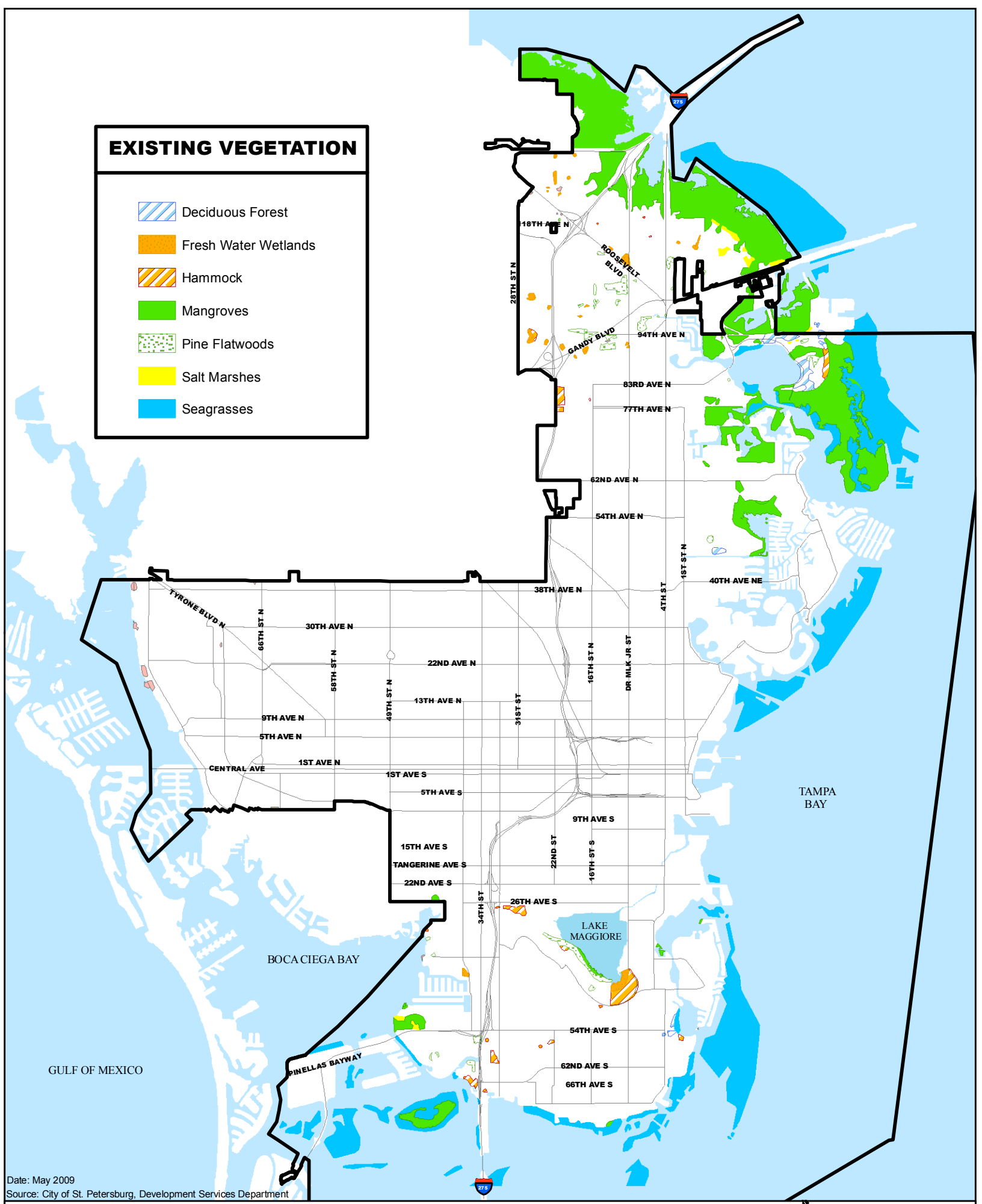


Date: May 2009
Source: City of St. Petersburg, Development Services Department

FUTURE LAND USE ELEMENT

Scale: 1" = 8,333'

MAP 11



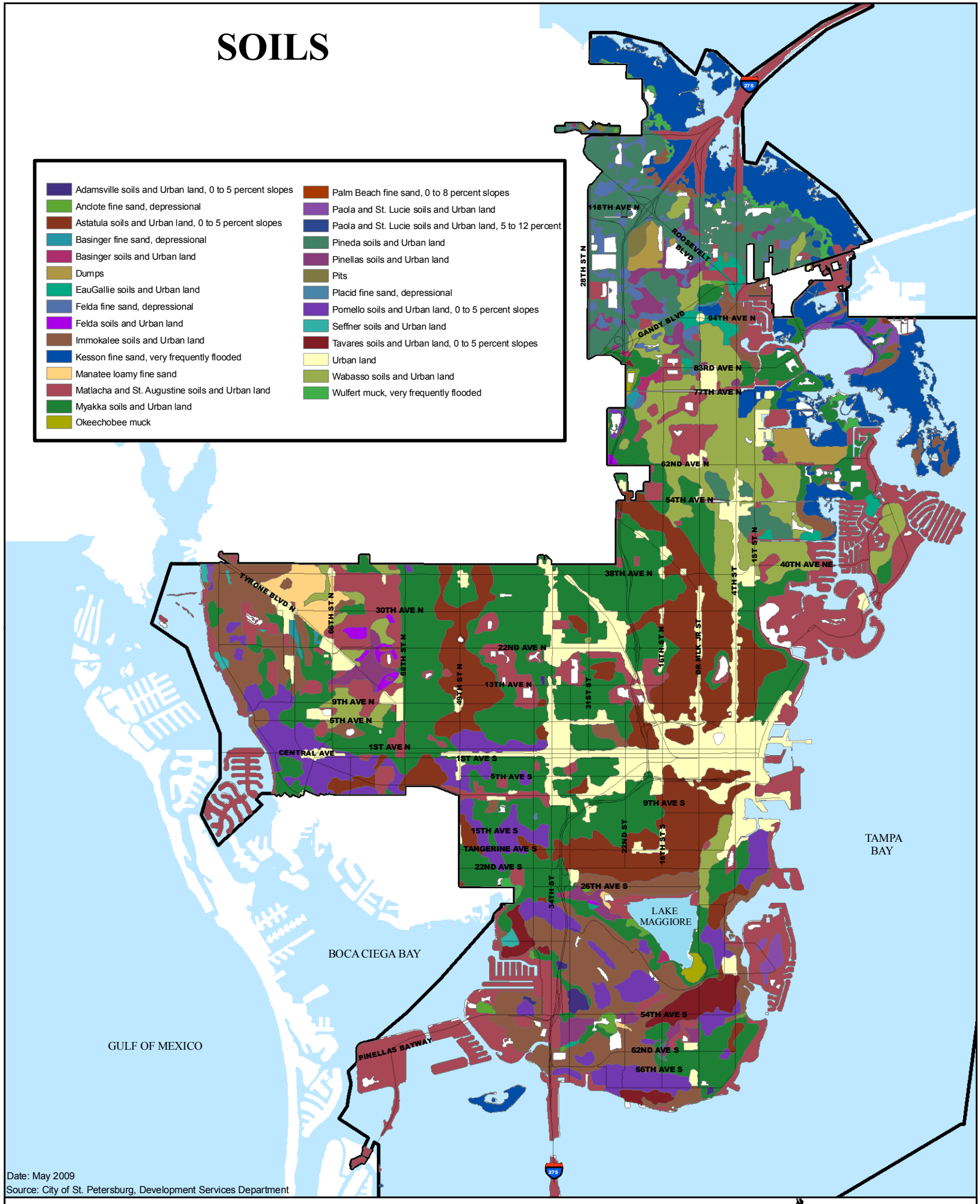
Date: May 2009
Source: City of St. Petersburg, Development Services Department

Conservation Element

Scale: 1" = 8,333'

MAP 12

SOILS

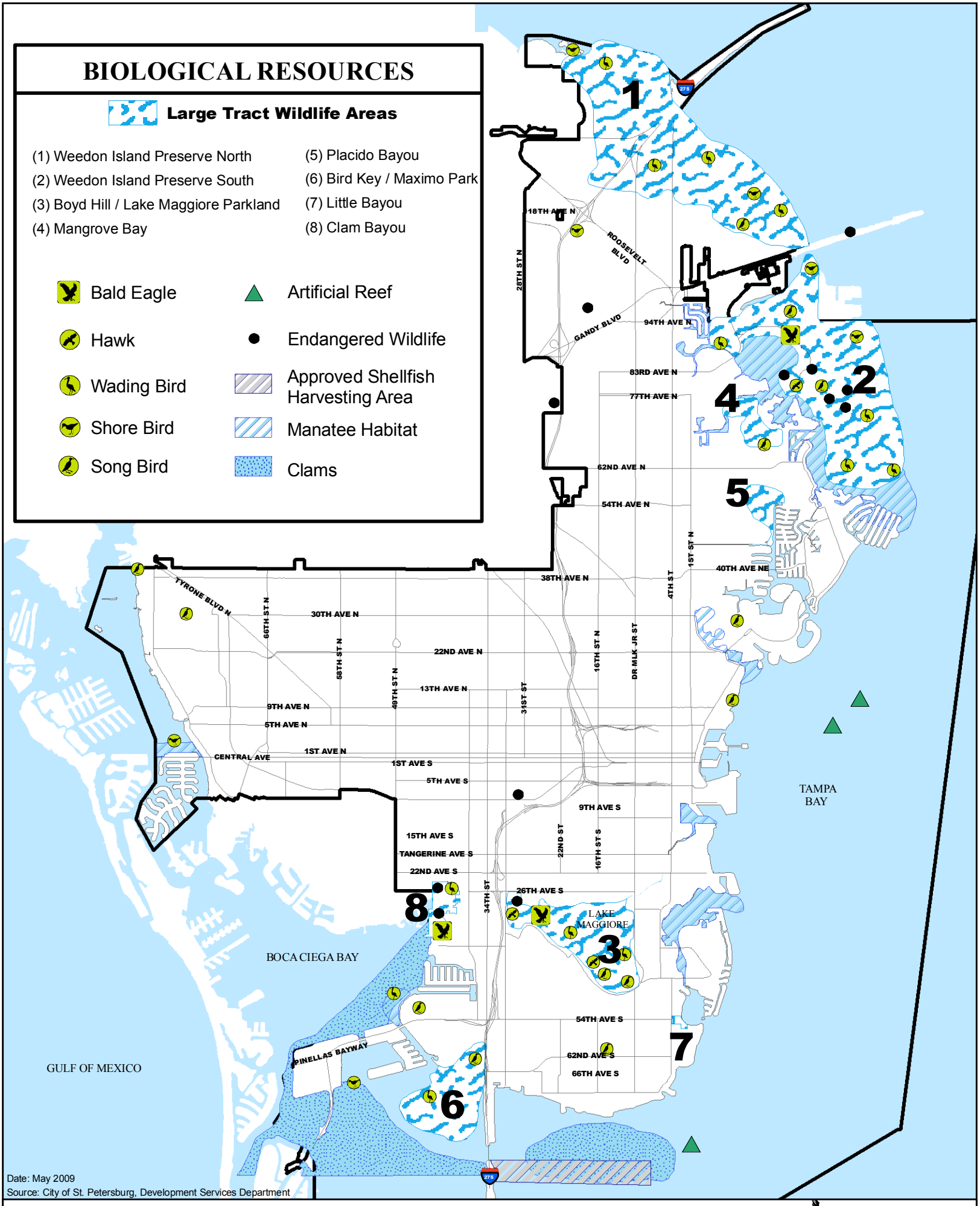


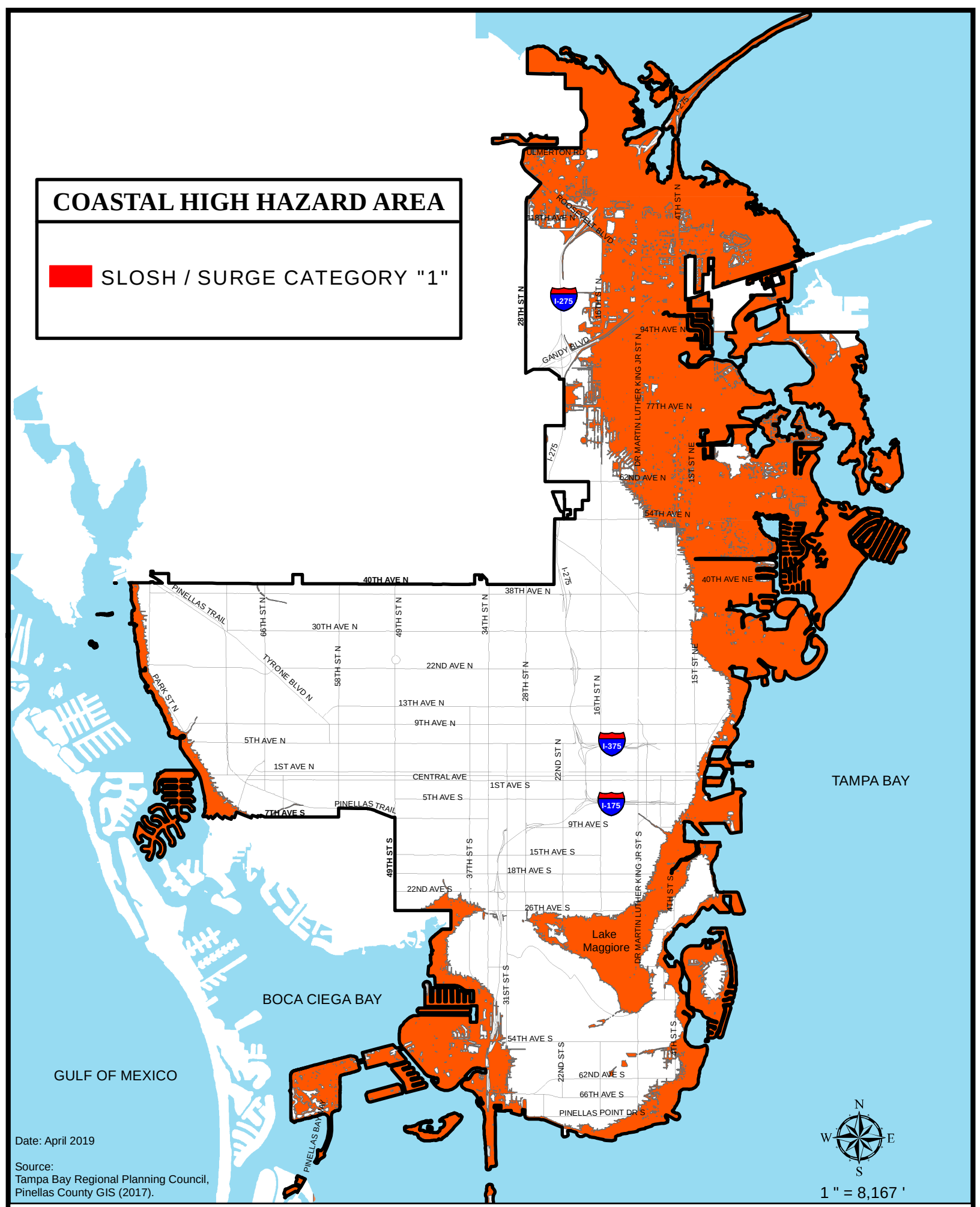
Date: May 2009
Source: City of St. Petersburg, Development Services Department

CONSERVATION ELEMENT

Scale:1" = 1,750'

MAP 13


BIOLOGICAL RESOURCES
Large Tract Wildlife Areas
(1) Weedon Island Preserve North
(2) Weedon Island Preserve South
(3) Boyd Hill / Lake Maggiore Parkland
(4) Mangrove Bay
(5) Placido Bayou
(6) Bird Key / Maximo Park
(7) Little Bayou
(8) Clam Bayou
Bald Eagle
Hawk
Wading Bird
Shore Bird
Song Bird
Artificial Reef
Endangered Wildlife
Approved Shellfish Harvesting Area
Manatee Habitat
Clams
1
2
3
4
5
6
7
8
18TH AVE N
ROOSEVELT BLVD
25TH ST N
GANDY BLVD
94TH AVE N
83RD AVE N
77TH AVE N
62ND AVE N
54TH AVE N
38TH AVE N
40TH AVE NE
4TH ST
15TH ST N
TYRONE BLVD N
66TH ST N
30TH AVE N
58TH ST N
22ND AVE N
49TH ST N
13TH AVE N
31ST ST
16TH ST N
DR MLK JR ST
9TH AVE N
5TH AVE N
1ST AVE N
CENTRAL AVE
1ST AVE S
5TH AVE S
9TH AVE S
15TH AVE S
TANGERINE AVE S
22ND AVE S
22ND ST
16TH ST S
34TH ST
26TH AVE S
54TH AVE S
62ND AVE S
66TH AVE S
PINELLAS BAYWAY
TAMPA BAY
LAKE MAGGIORE
BOCA CIEGA BAY
GULF OF MEXICO
Date: May 2009
Source: City of St. Petersburg, Development Services Department
CONSERVATION ELEMENT
Scale:1" = 8,333'
MAP 14

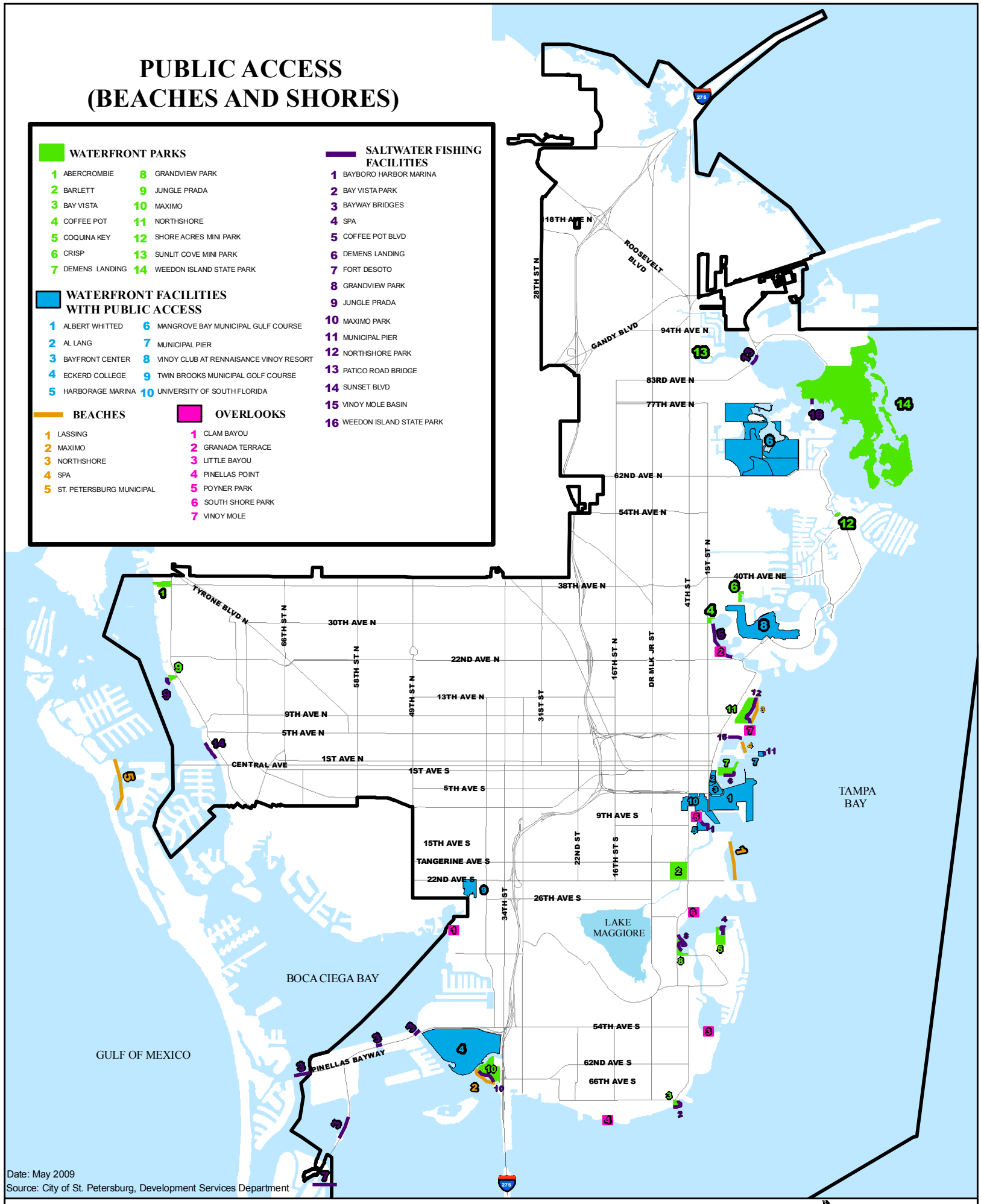


Date: April 2019

Source:
Tampa Bay Regional Planning Council,
Pinellas County GIS (2017).

1 " = 8,167 '

PUBLIC ACCESS (BEACHES AND SHORES)

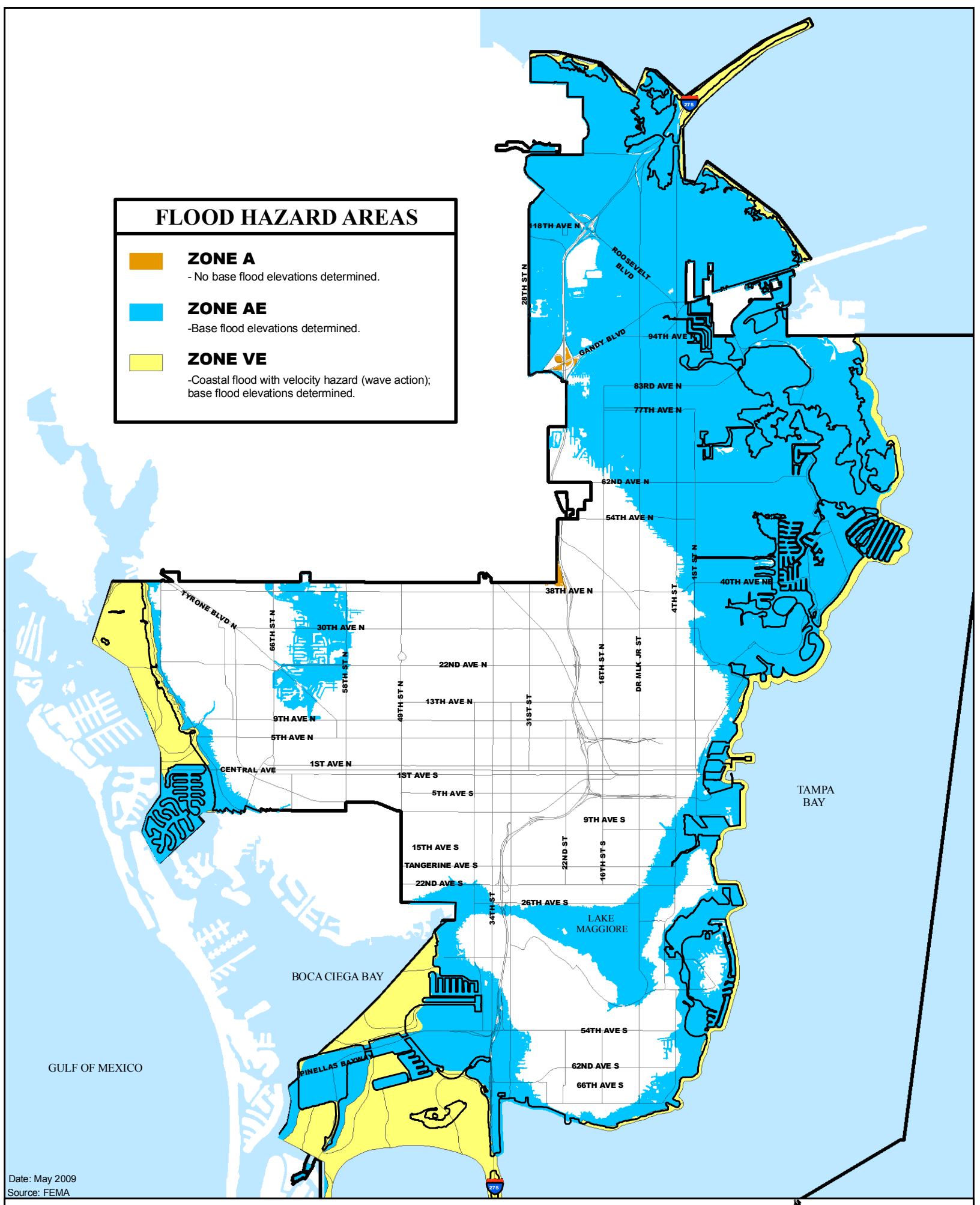


Date: May 2009
Source: City of St. Petersburg, Development Services Department

Coastal Management Element

Scale:1" = 8,333'

MAP 16



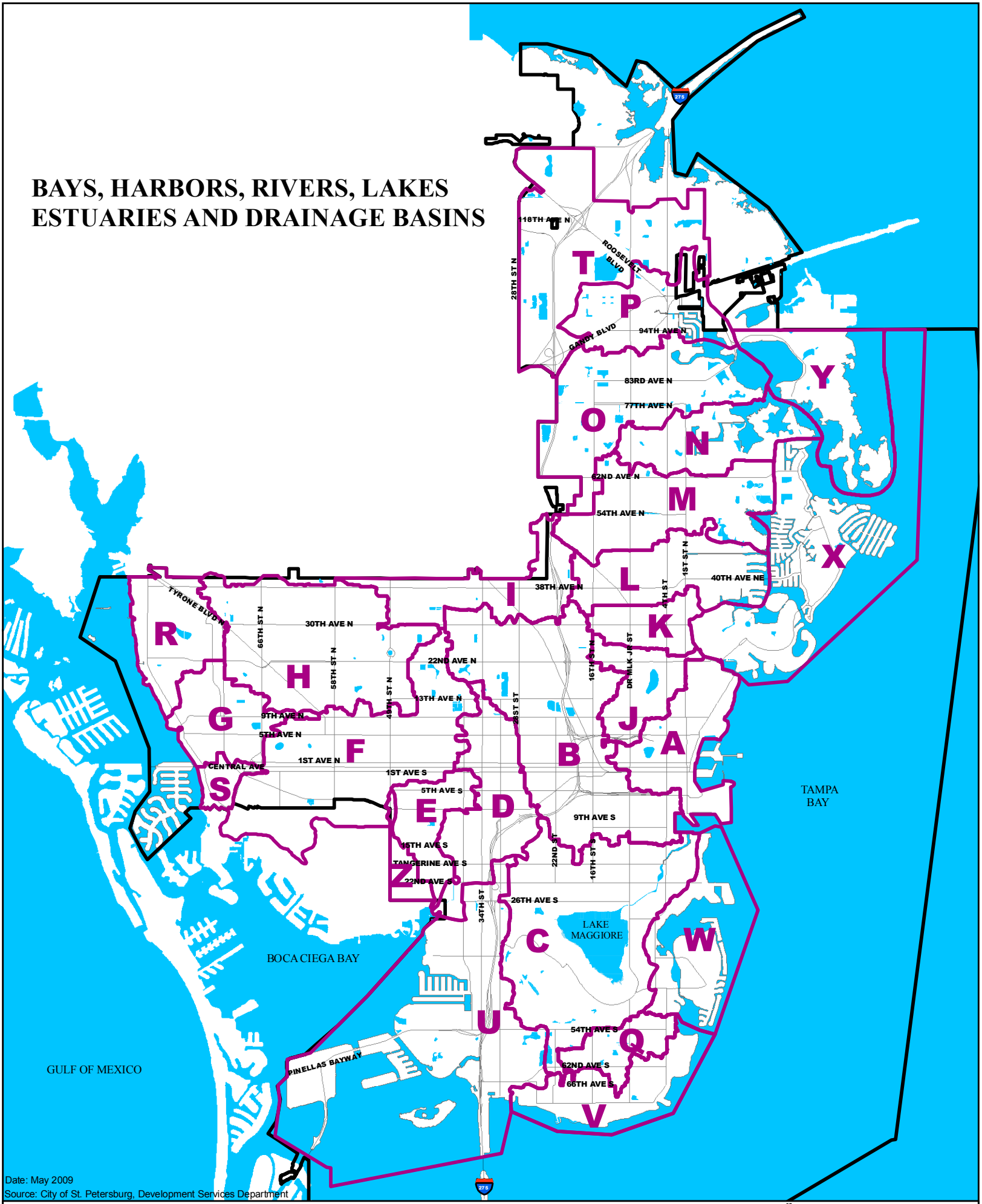
Date: May 2009
Source: FEMA

COASTAL MANAGEMENT ELEMENT

Scale:1" = 8,333'

MAP 17

BAYS, HARBORS, RIVERS, LAKES ESTUARIES AND DRAINAGE BASINS



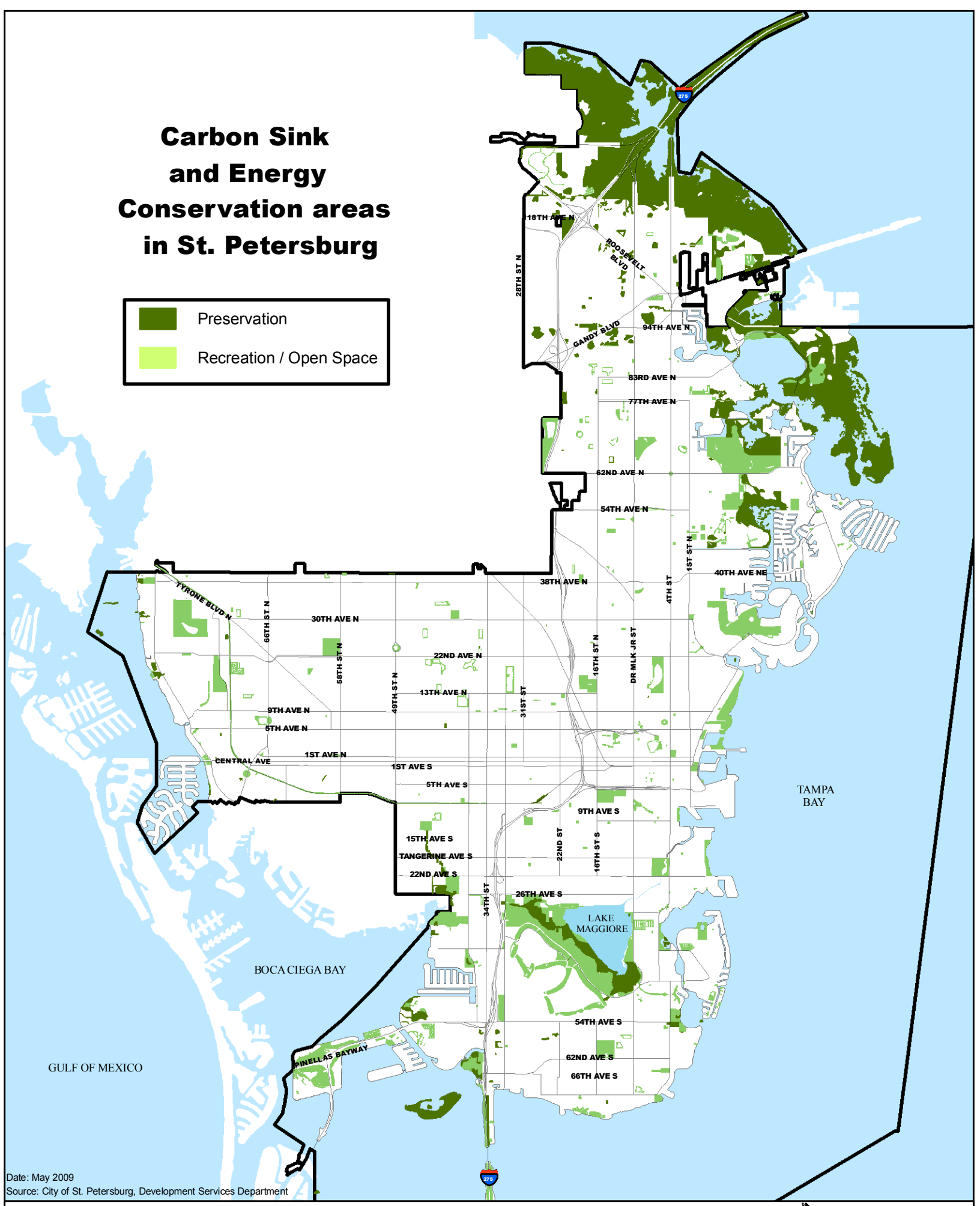
Date: May 2009
Source: City of St. Petersburg, Development Services Department

Conservation Element

Scale: 1" = 8,333'

MAP 18

Carbon Sink and Energy Conservation areas in St. Petersburg

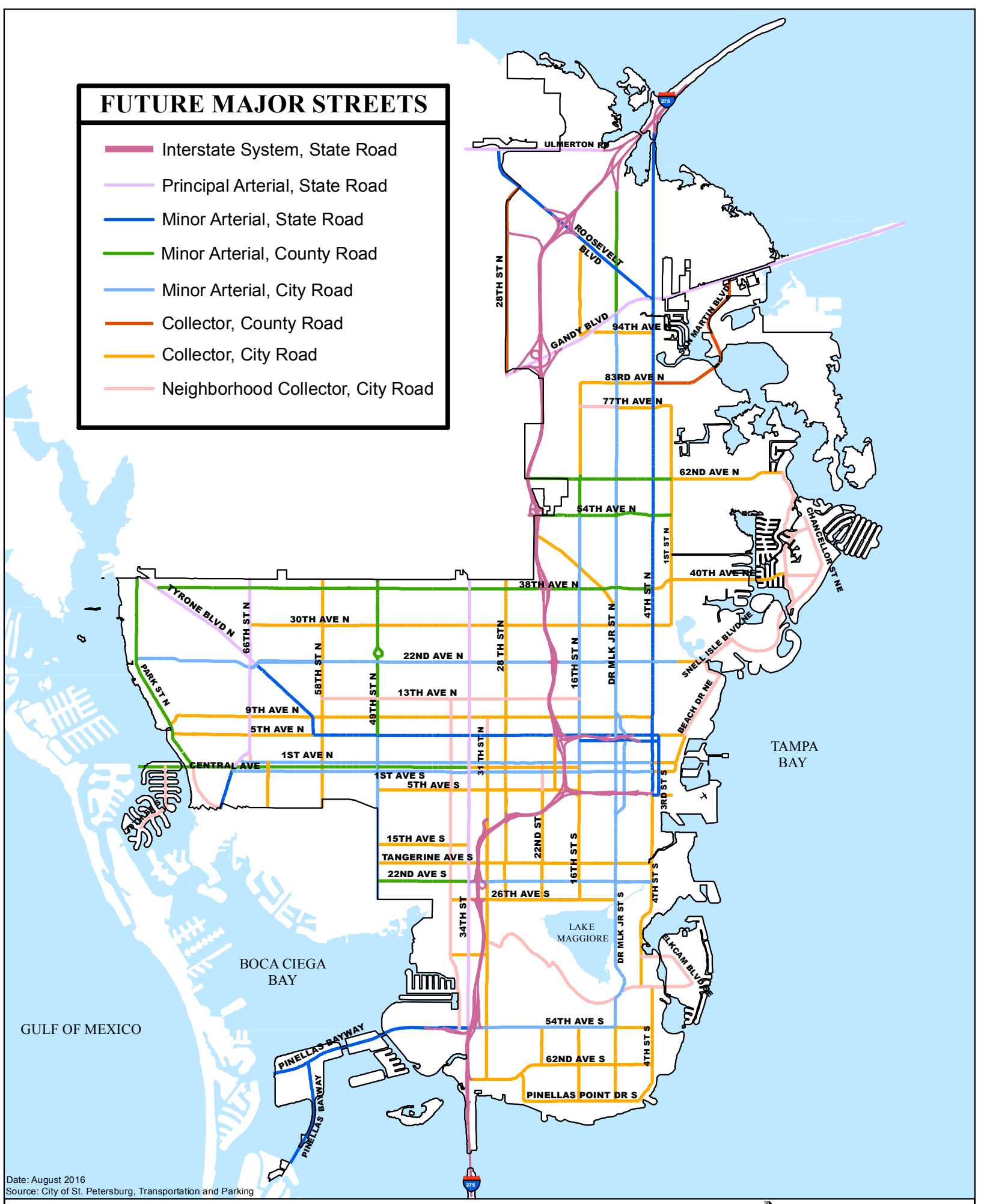


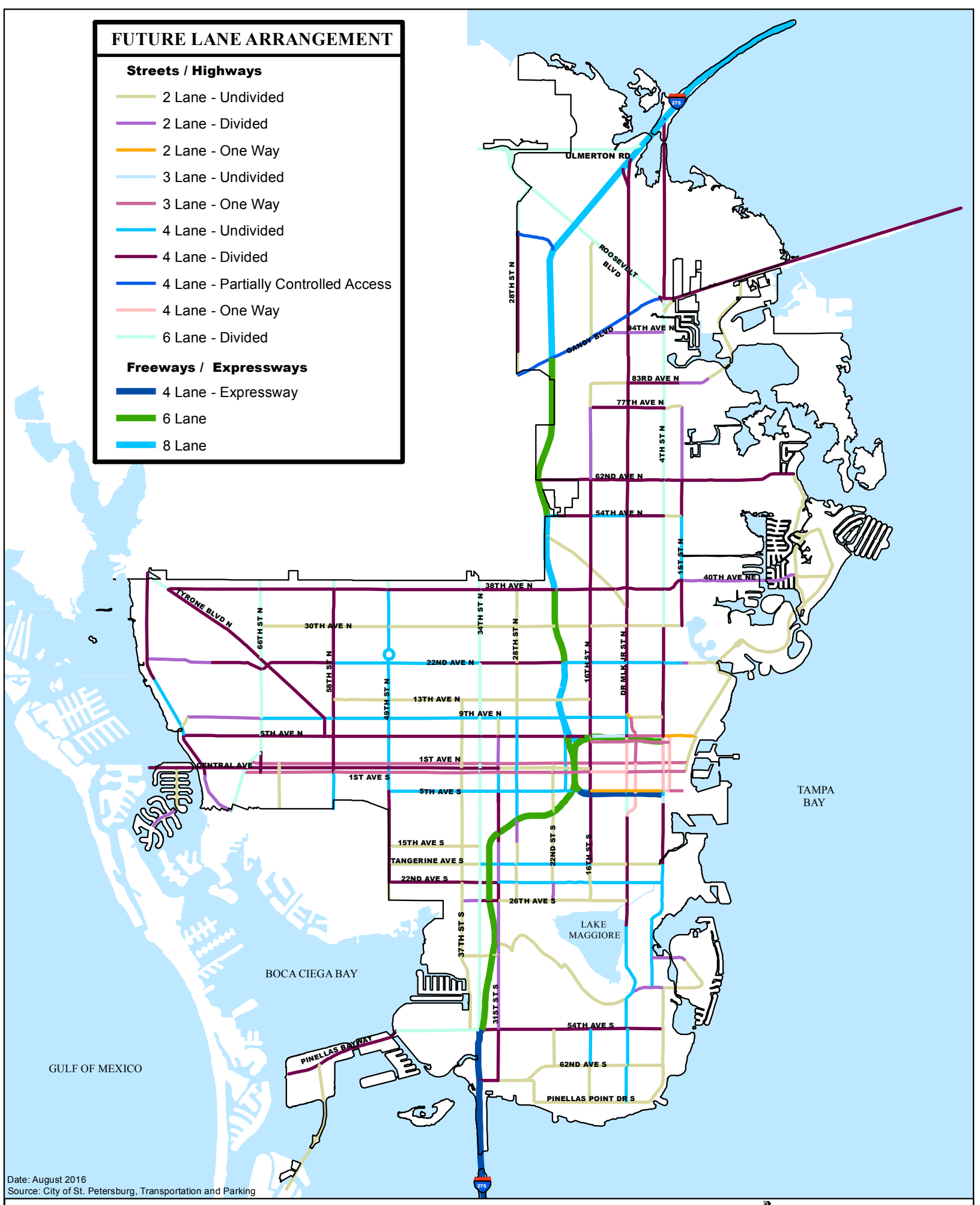
Date: May 2009
Source: City of St. Petersburg, Development Services Department

CONSERVATION ELEMENT

Scale:1" = 8,333'

MAP 19


FUTURE MAJOR STREETS
Interstate System, State Road
Principal Arterial, State Road
Minor Arterial, State Road
Minor Arterial, County Road
Minor Arterial, City Road
Collector, County Road
Collector, City Road
Neighborhood Collector, City Road
ULMERTON RD
ROOSEVELT BLVD
28TH ST N
GANDY BLVD
94TH AVE N
MLK MARTIN BLVD
83RD AVE N
77TH AVE N
62ND AVE N
54TH AVE N
CHANCELLOR ST NE
1ST ST N
40TH AVE NE
38TH AVE N
4TH ST N
TYRONE BLVD N
66TH ST N
30TH AVE N
28 TH STN
DR MLK JR ST N
16TH ST N
SNELL ISLE BLVD NE
22ND AVE N
58TH ST N
PARK ST N
49TH ST N
13TH AVE N
BEACH DR NE
9TH AVE N
5TH AVE N
1ST AVE N
CENTRAL AVE
31 TH ST N
1ST AVE S
5TH AVE S
3RD ST S
TAMPA BAY
15TH AVE S
TANGERINE AVE S
22ND ST
16TH ST S
22ND AVE S
4TH ST S
26TH AVE S
34TH ST
LAKE MAGGIORE
DR MLK JR ST S
ELKCAM BLVD
BOCA CIEGA BAY
54TH AVE S
GULF OF MEXICO
PINELLAS BAYWAY
62ND AVE S
PINELLAS POINT DR S
Date: August 2016
Source: City of St. Petersburg, Transportation and Parking
Transportation Element
Scale:1" = 8,333'
MAP 20



Date: August 2016
Source: City of St. Petersburg, Transportation and Parking

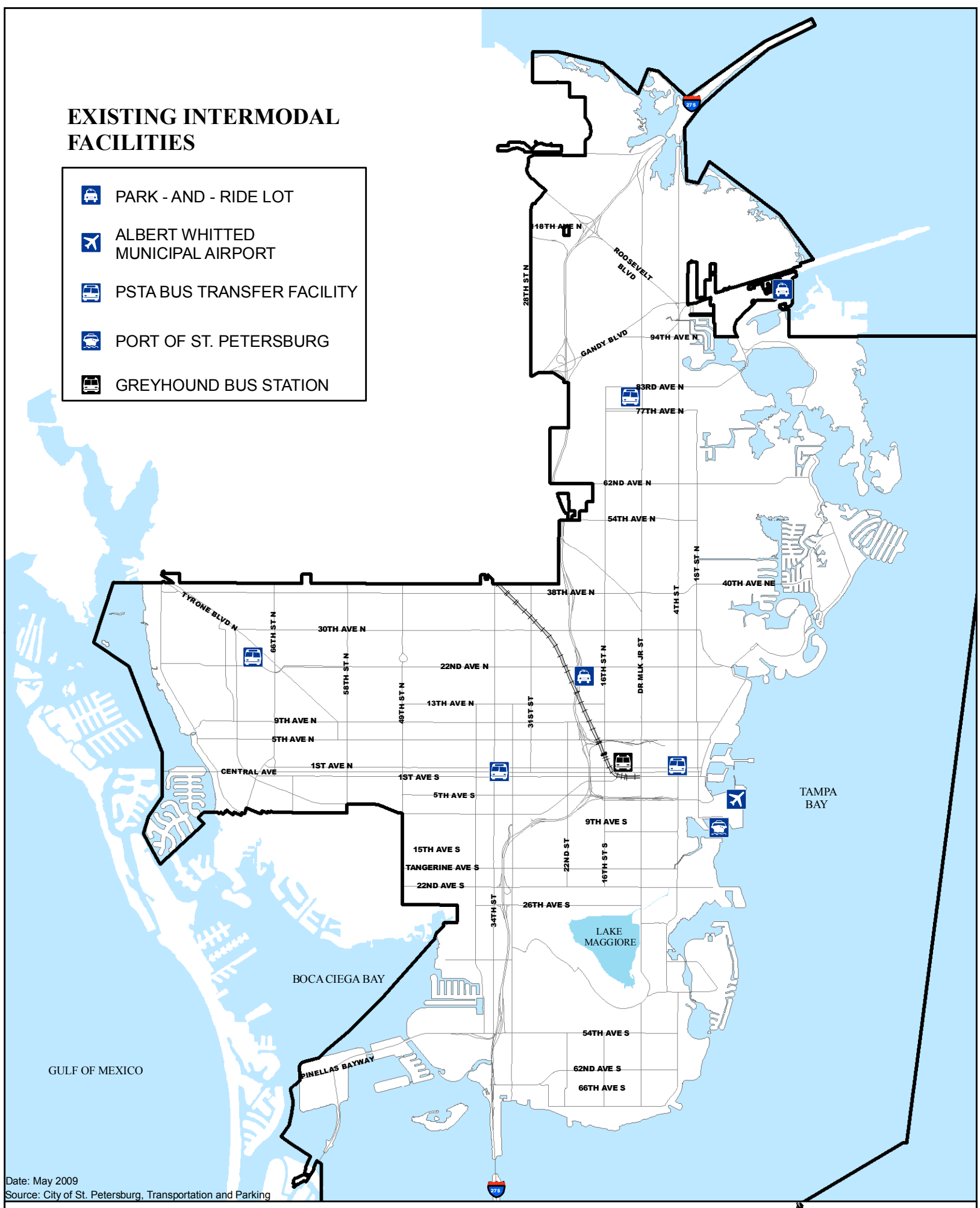
Transportation Element

Scale:1" = 8,333'

MAP 21

EXISTING INTERMODAL FACILITIES

- PARK - AND - RIDE LOT
- ALBERT WHITTED MUNICIPAL AIRPORT
- PSTA BUS TRANSFER FACILITY
- PORT OF ST. PETERSBURG
- GREYHOUND BUS STATION

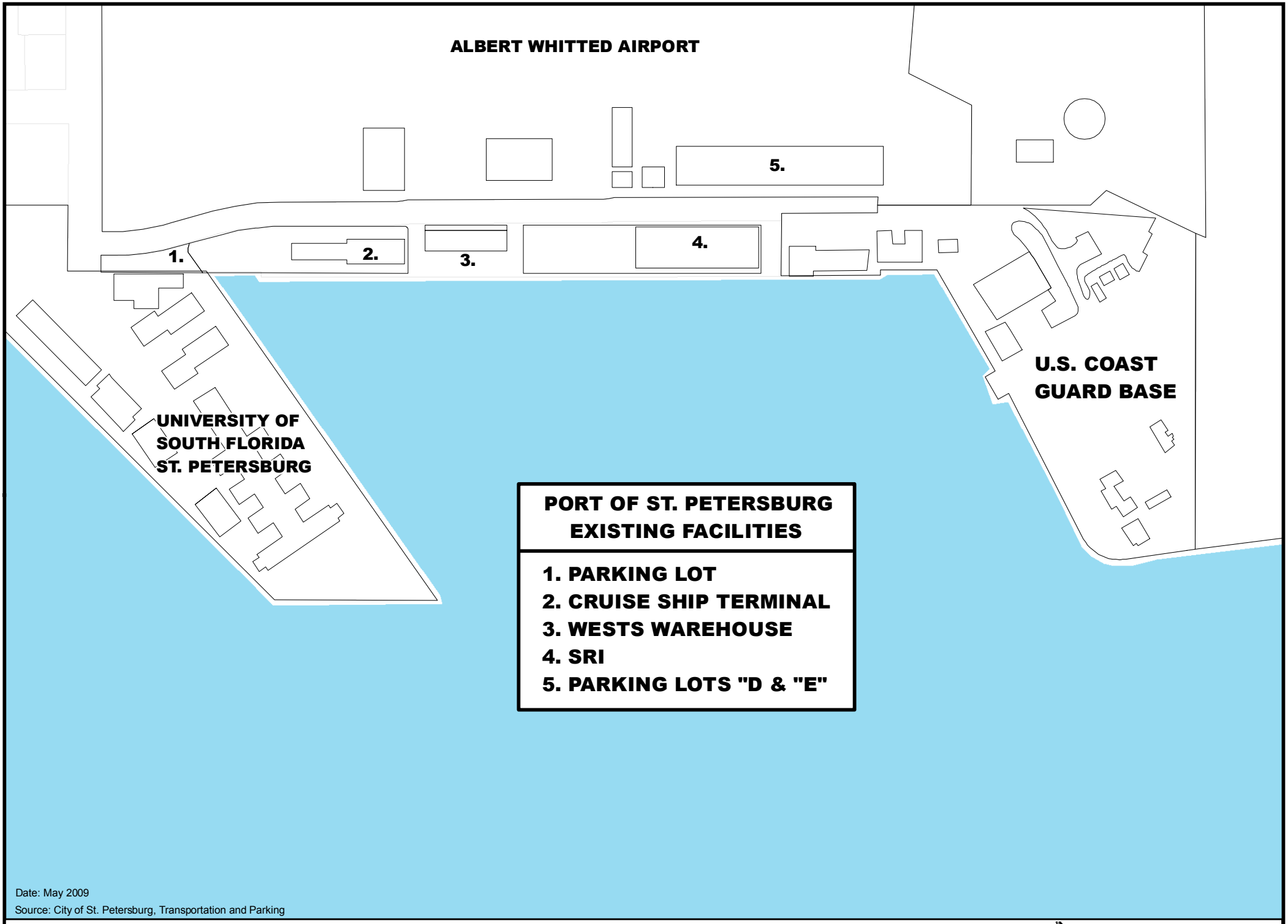


Date: May 2009
Source: City of St. Petersburg, Transportation and Parking

TRANSPORTATION ELEMENT

Scale:1" = 8,333'

MAP 22



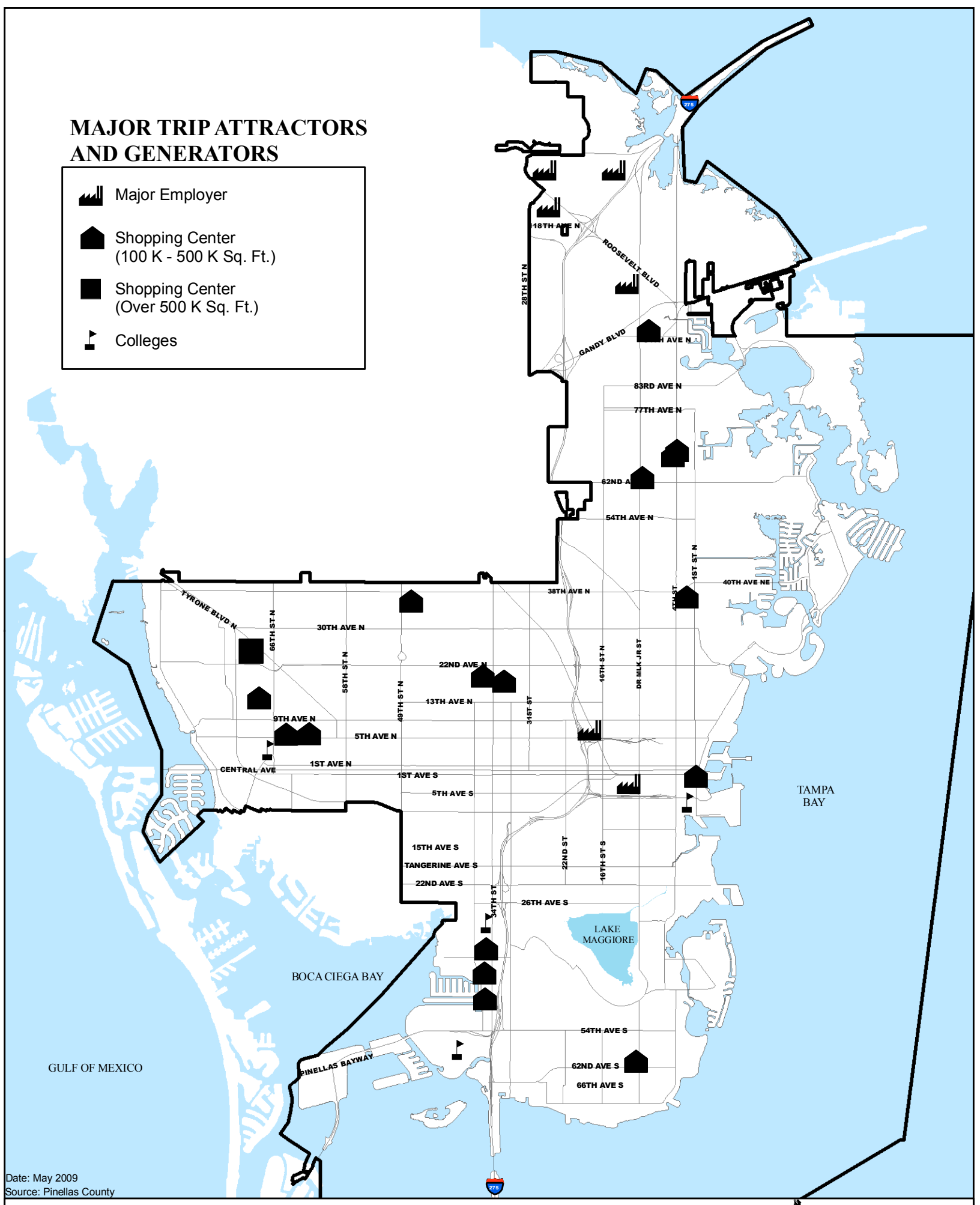
Date: May 2009

Source: City of St. Petersburg, Transportation and Parking

TRANSPORTATION ELEMENT

Scale: 1" = 287'

MAP 23

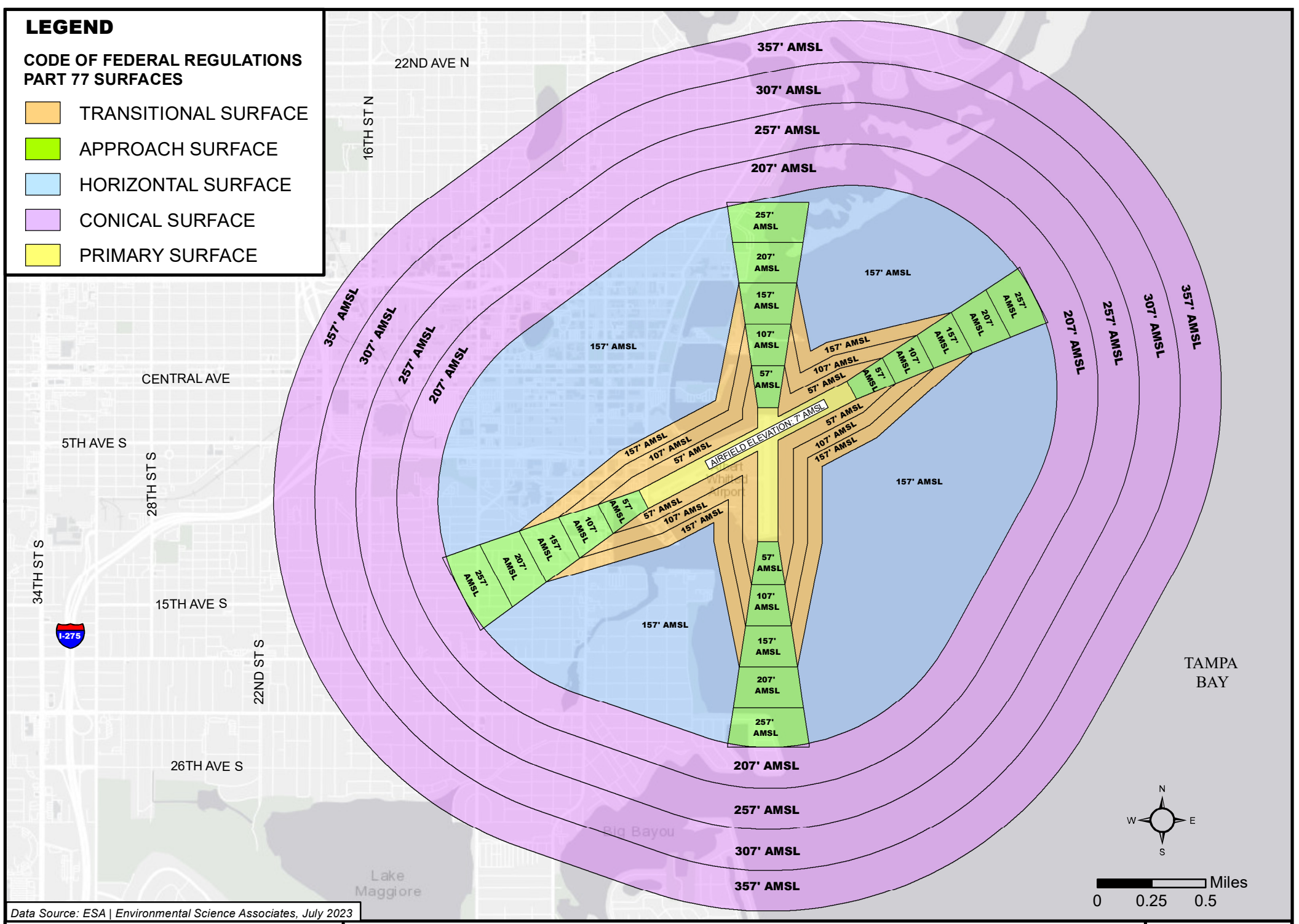


Date: May 2009
Source: Pinellas County

TRANSPORTATION ELEMENT

Scale:1" = 8,333'

MAP 24



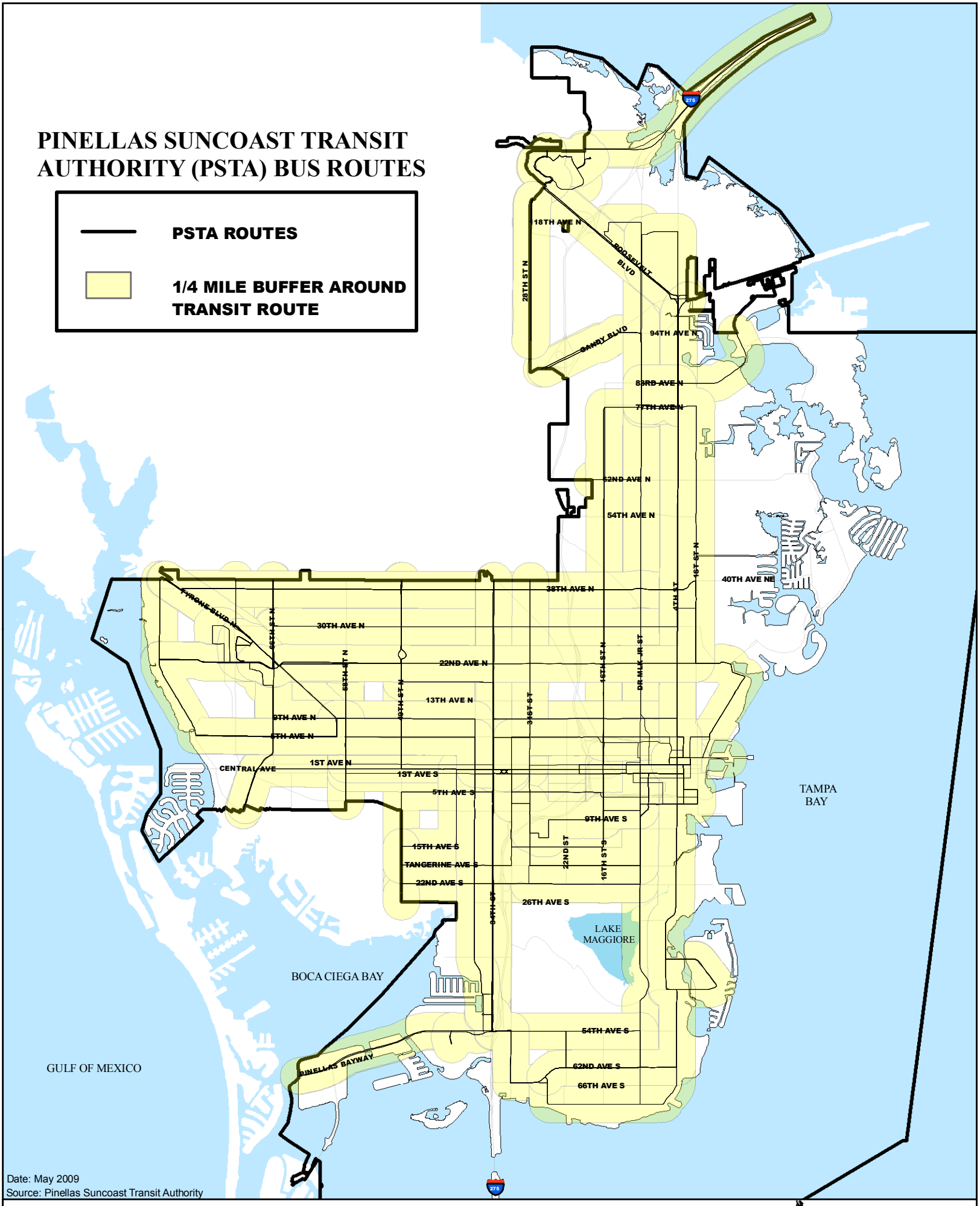
Data Source: ESA | Environmental Science Associates, July 2023

Planning & Development Services
City of St. Petersburg

EXISTING HEIGHT LIMITATIONS FOR AIPORT IMAGINARY SURFACES

Map 25

PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) BUS ROUTES

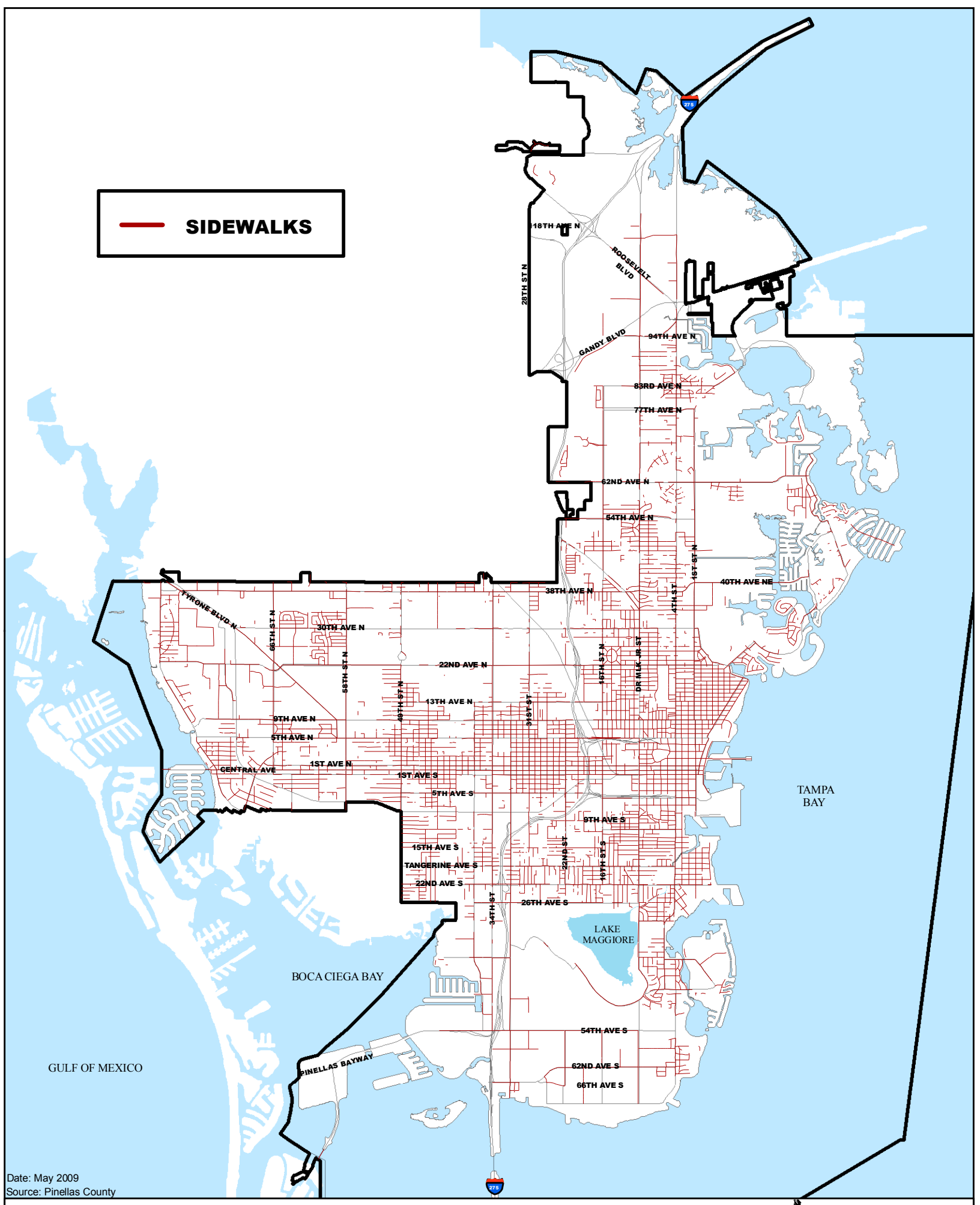


Date: May 2009
Source: Pinellas Suncoast Transit Authority

Transportation Element

Scale:1" = 8,333'

MAP 26

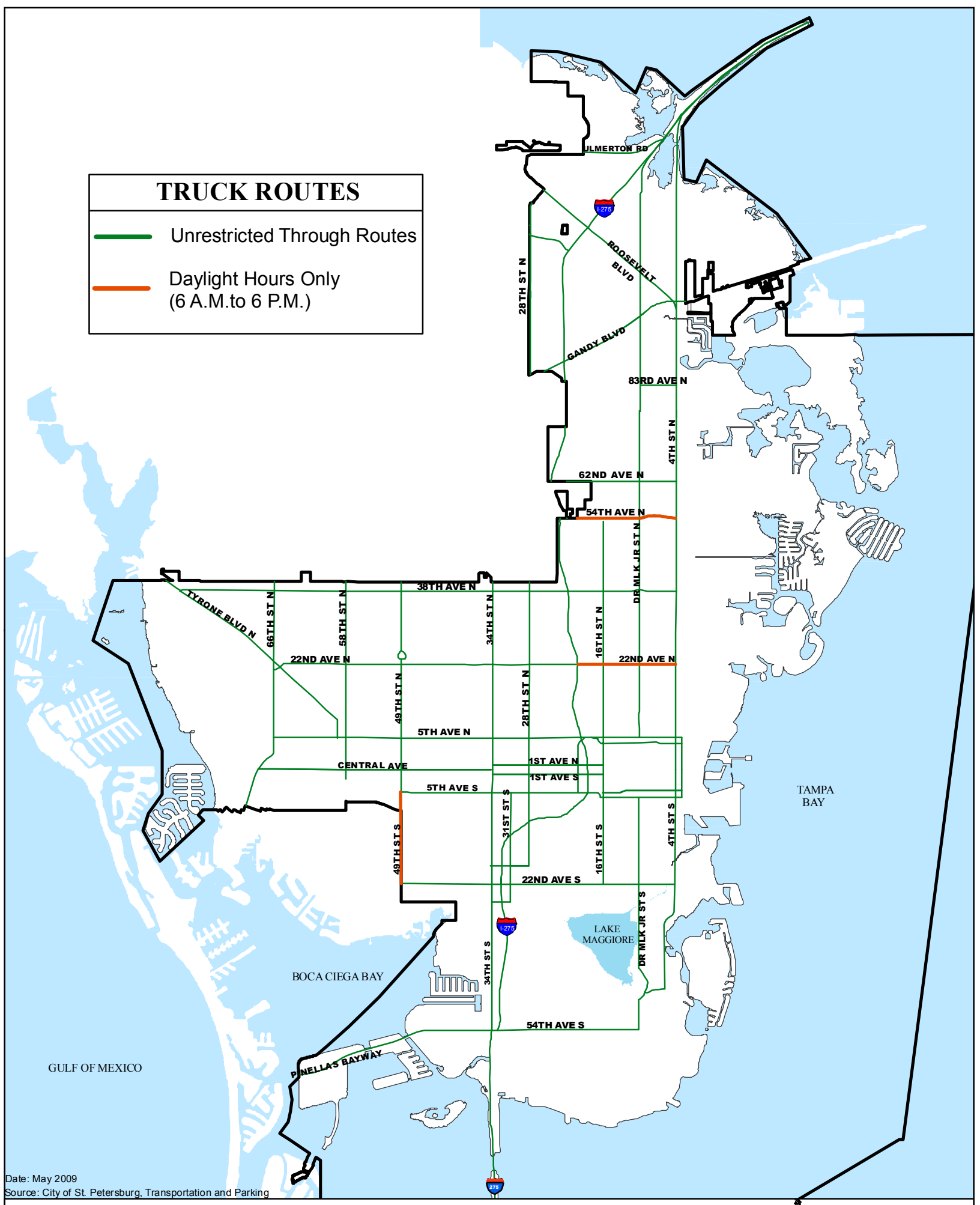


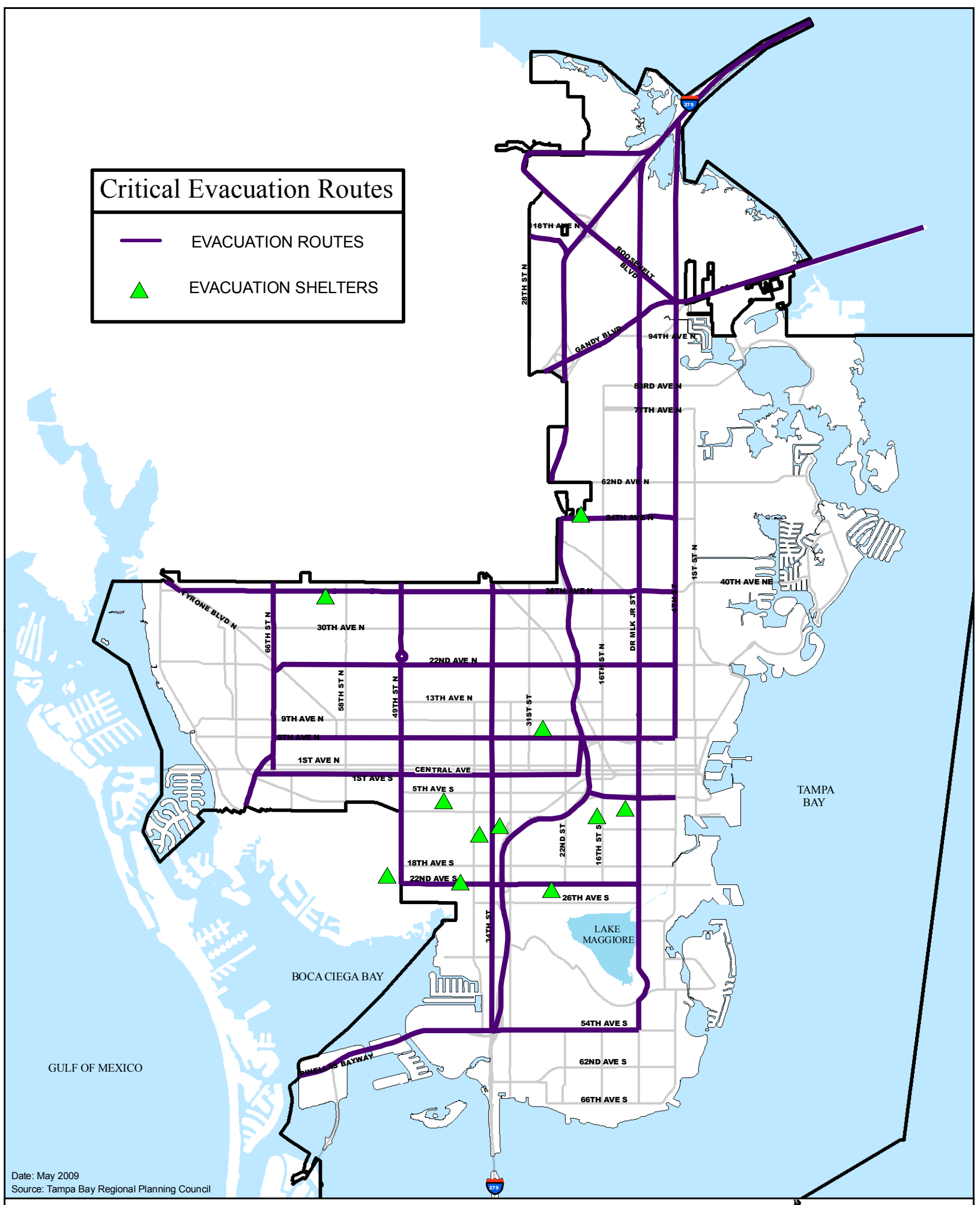
Date: May 2009
Source: Pinellas County

TRANSPORTATION ELEMENT

Scale:1" = 8,333'

MAP 27


TRUCK ROUTES
Unrestricted Through Routes
Daylight Hours Only
(6 A.M.to 6 P.M.)
ULMERTON RD
I-275
ROOSEVELT BLVD
28TH ST N
GANDY BLVD
83RD AVE N
4TH ST N
62ND AVE N
54TH AVE N
DR MLK JR ST N
38TH AVE N
TYRONE BLVD N
66TH ST N
58TH ST N
34TH ST N
16TH ST N
22ND AVE N
49TH ST N
28TH ST N
5TH AVE N
CENTRAL AVE
1ST AVE N
1ST AVE S
5TH AVE S
31ST ST S
49TH ST S
16TH ST S
4TH ST S
22ND AVE S
LAKE MAGGIORE
DR MLK JR ST S
34TH ST S
54TH AVE S
PINELLAS BAYWAY
BOCA CIEGA BAY
GULF OF MEXICO
TAMPA BAY
Date: May 2009
Source: City of St. Petersburg, Transportation and Parking
TRANSPORTATION ELEMENT
Scale:1" = 8,333'
MAP 28



Date: May 2009
Source: Tampa Bay Regional Planning Council

TRANSPORTATION ELEMENT

Scale:1" = 8,333'

MAP 29

ID	FACILITY DESCRIPTION	TOP ELEVATION (AMSL)	OBSTRUCTION MARKING/LIGHTING
1	HANGER #1	43.6'	YES
2	HANGER #2	48.5'	YES
3	HANGER #3	32.2'	YES
4	HANGER #4	26.5'	YES
5	HANGER #9	33.7'	YES
6	VM HANGAR	33.7'	YES
7	T-HANGAR (10 UNITS)	23.6'	YES
8	T-HANGAR (10 UNITS)	21.1'	YES
9	T-HANGAR (10 UNITS)	26.4'	YES
10	T-HANGAR (10 UNITS)	23.2'	YES
11	T-HANGAR (10 UNITS)	23.1'	YES
12	T-HANGAR (10 UNITS)	23.3'	YES
13	T-HANGAR (10 UNITS)	23.3'	YES
14	T-HANGAR (10 UNITS)	23.3'	YES
15	T-HANGAR (6 UNITS)	22.6'	YES
16	SHADE HANGAR (9 UNITS)	23.2'	YES
17	PORT-A-PORTS (8 INDIVIDUAL UNITS)	+-20.0'	YES
18	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	81.0'	YES
19	AIRFILED ELECTRICAL VAULT	19.2'	YES
20	GENERAL AVIATION TERMINAL	44.4'	YES
21	FBO HANGAR	39.7'	YES
22	FUEL FARM	17.0'	NO
23	CIVIL AIR PATROL	20.2'	YES
24	ALBERT WHITTED AIRPORT PRESERVATION SOCIETY (AWAPS)	18.3'	YES
25	WATER RECLAMATION FACILITY - LIFT STATION	32.7'	NO
26	WATER RECLAMATION FACILITY	14'-36'	YES

LEGEND

- AIRPORT PROPERTY LINE
- EXISTING FACILITY
- EXISTING PAVEMENT
- WINDCONE/SEGMENTED CIRCLE
- AIRPORT REFERENCE POINT
- LANDING DESIGNATOR
- LOS — LINE OF SIGHT
- TSS — THRESHOLD SITTING SURFACE
- BRL — BUILDING RESTRICTION LINE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- RPZ — RUNWAY PROTECTION ZONE
- TOFA — TAXIWAY OBJECT FREE AREA
- DS — DEPARTURE SURFACE
- ROFZ — FUTURE RUNWAY OBJECT FREE ZONE
- RVZ — RUNWAY VISIBILITY ZONE
- TLOFA — TAXLANE OBJECT FREE AREA

Data Source: ESA | Environmental Science Associates, July 2023

1 inch = 500 feet

Planning & Development Services
City of St. Petersburg

ALBERT WHITTED AIRPORT EXISTING FACILITIES

Map 30A

ID	FACILITY DESCRIPTION	TOP ELEVATION (AMSL
A	HANGAR 2A (+- 28,750 SF)	+-44.0'
B	HANGAR 2B (+- 13,220 SF)	+-40.0'
C	T-HANGARS 5A (+- 7,500 SF)	+-18.0'
D	T-HANGARS 5B (+- 5,000 SF)	+-20.0'
E	T-HANGARS 6 (+- 7,500 SF)	+-20.0'
F	T-HANGARS 7 (+- 10,800 SF)	+-20.0'
G	T-HANGARS 8 (+- 10,800 SF)	+-20.0'
H	SHADE HANGAR #15 (+-1,100 SF)	+-20.0'
I	SHADE HANGAR #16 (+-3,800 SF)	+-20.0'
J	HANGAR (+- 4,700 SF)	+-30.0'
K	T-HANGARS (9 Units)	+-23.0'
L	T-HANGARS (21 Units)	+-23.0'
M	BOX HANGAR (3-UNITS)	+-30.0'
N	HANGAR (+- 6,000 SF)	+-35.0'
O	T-HANGARS (9 Units)	+-20.0'
P	T-HANGARS (6 Units)	+-20.0'
Q	T-HANGARS (9 Units)	+-20.0'
R	HANGAR (+- 7,700 SF)	+-38.0'
S	HANGAR (+- 7,700 SF)	+-38.0'
T	HANGAR (+- 7,700 SF)	+-38.0'
U	HANGAR (+- 7,700 SF)	+-38.0'
V	RELOCATED SELF-SERVE FUEL	+-15.0'
W	RELOCATED FUEL FARM AND SERVICE ROAD	+-18.0'
X	RELOCATED SEGMENTED CIRCLE AND WINDCONE	+-37.0'
Y	NEW AIRPORT MAINTENANCE FACILITY	+-35.0'
Z	OBERVATIOIN AREA	+-15.0'

LEGEND

- AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY EXPANSION
- FUTURE FACILITY
- FUTURE PAVEMENT
- FUTURE NON-PAVED AREAS
- FUTURE ROADS
- FUTURE WINDCONE/ SEGMENTED CIRCLE
- FUTURE LANDING DESIGNATOR
- LOS — LINE OF SIGHT
- TSS — FUTURE THRESHOLD SITTING SURFACE
- BRL — FUTURE BUILDING RESTRICTION LINE
- RSA — FUTURE RUNWAY SAFETY AREA
- ROFA — FUTURE RUNWAY OBJECT FREE AREA
- RPZ — FUTURE RUNWAY PROTECTION ZONE
- TOFA — FUTURE TAXIWAY OBJECT FREE AREA
- DS — FUTURE DEPARTURE SURFACE
- ROFZ — FUTURE RUNWAY OBJECT FREE ZONE
- RVZ — FUTURE RUNWAY VISIBILITY ZONE
- TLOFA — FUTURE TAXLANE OBJECT FREE AREA

BAYSHORE DR SE
1ST ST S
6TH AVE S
8TH AVE SE
3RD ST S
FUTURE RUNWAY 7-25 (4300' X 75')
RUNWAY 18-36 (2,864' X 75')
TAXIWAY A
TAXIWAY A2
TAXIWAY A3
TAXIWAY A4
TAXIWAY B
TAXIWAY C
TAXIWAY D
AIRPORT RUN-UP AREA
PORT OF ST PETERSBURG
Bayboro Harbor

Data Source: ESA | Environmental Science Associates, July 2023

N W E S

1 inch = 500 feet

Planning & Development Services
City of St. Petersburg

ALBERT WHITTED AIRPORT FUTURE FACILITIES

Map 30B

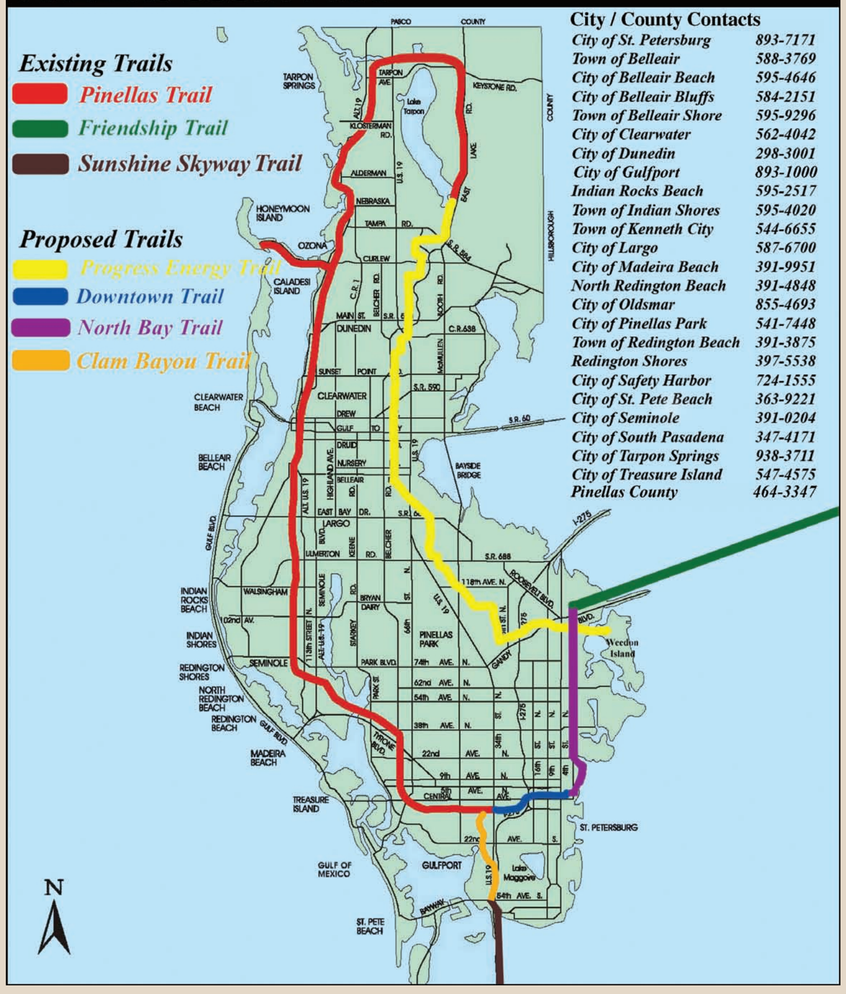
St. Petersburg Bike Map

ST. PETERSBURG BIKE MAP 2007

Transportation Department
One Fourth Street North
St. Petersburg, FL 33701
ph: 727-892-5341 fax: 727-551-3326
www.stpete.org
www.city-trails.org

Bicycle Friendly Community
ST. PETERSBURG, FL
BRONZE

PINELLAS COUNTY MAP

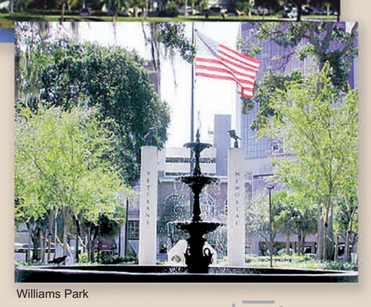


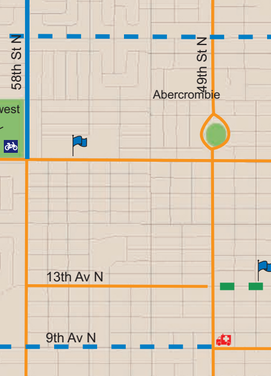
City / County Contacts

City of St. Petersburg	893-7171
Town of Belleair	588-3769
City of Belleair Beach	595-4646
City of Belleair Bluffs	584-2151
Town of Belleair Shore	595-9296
City of Clearwater	562-4042
City of Dunedin	298-3001
City of Gulfport	893-1000
Indian Rocks Beach	595-2517
Town of Indian Shores	595-4020
Town of Kenneth City	544-6655
City of Largo	587-6700
City of Madeira Beach	391-9951
North Redington Beach	391-4848
City of Oldsmar	855-4693
City of Pinellas Park	541-7448
Town of Redington Beach	391-3875
Redington Shores	397-5538
City of Safety Harbor	724-1555
City of St. Pete Beach	363-9221
City of Seminole	391-0204
City of South Pasadena	347-4171
City of Tarpon Springs	938-3711
City of Treasure Island	547-4575
Pinellas County	464-3347

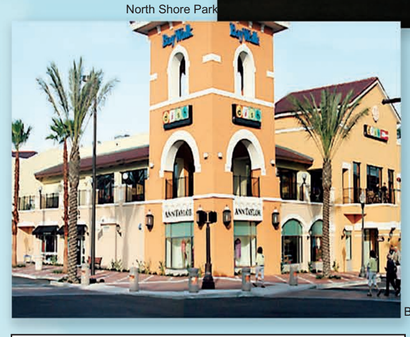

City Monument at Fourth Avenue North


City Skyline from Mirror Lake


Williams Park



Weedon Island Preserve




BayWalk

for detailed bike route information about downtown St. Petersburg.

LEGEND

Bicycling Quality
- Excellent
- Planned for Improvement
- Good
- Planned for Improvement
- Use Extra Caution
- Planned for Improvement
- Trail Route -trails that have side
  - Pinellas Trail, Friendship Trail, West Library Trail, Rio Vista Trail, Sunshine Skyway Park
- Planned Future Trails
  - Pinellas Trail Ext., North Bay Trial, Clam Bayou Trail, South Bay Trail, Treasure Island Causeway Trail
- One Way Streets
  - Avenues run East & W
  - Streets run North & South
- Bicycle Parking
- Public Parking
- Recreation Centers
- Tot-Lots
- Schools
- Parks
- Colleges & Universities
- Libraries
- Interstate
- US Highway
- State Highway
- City Limits
- Local Bus Terminal
- Fire & Rescue
- Police
- Hospitals

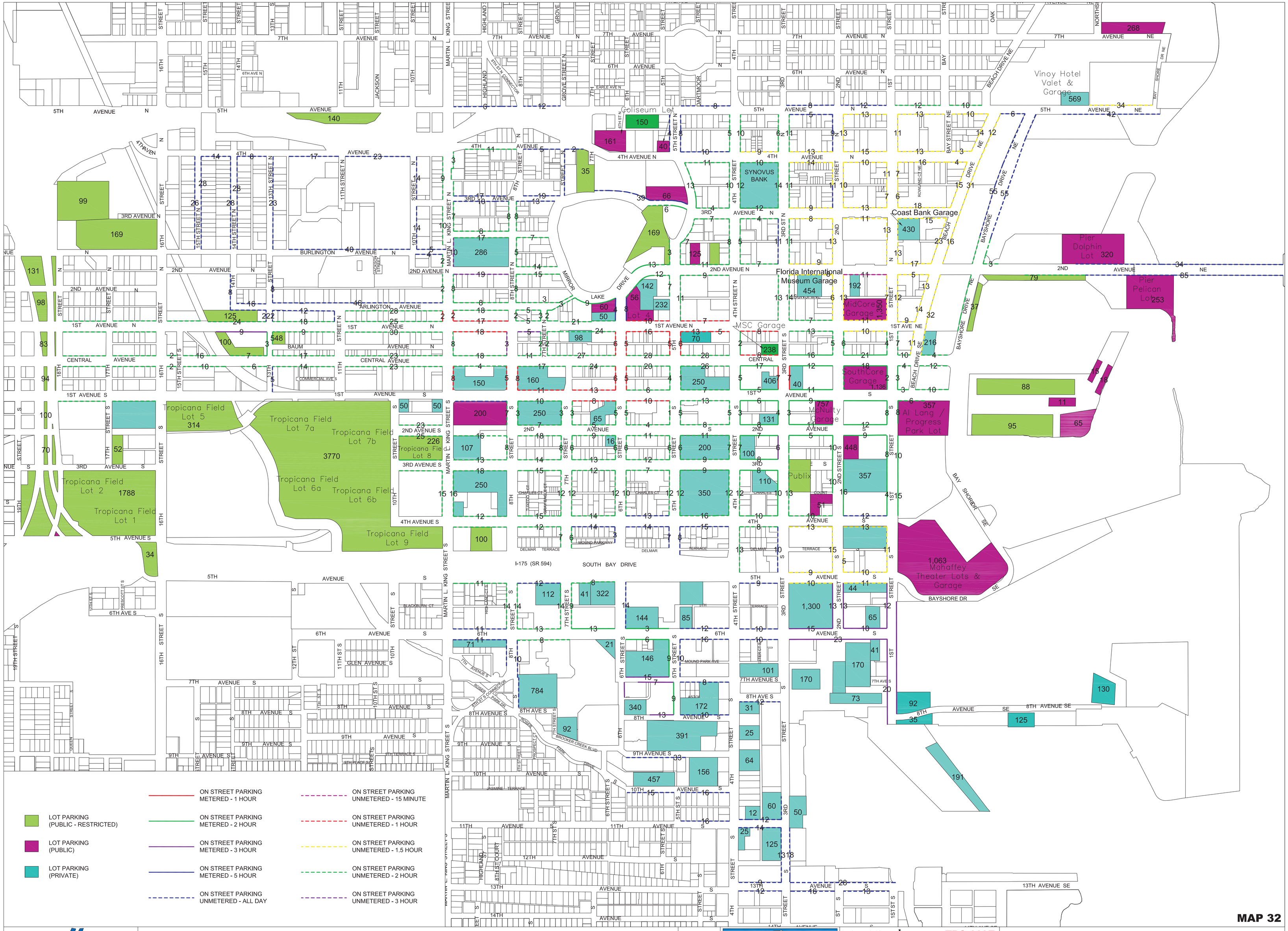
0 1/4 1/2 1 mile
Approx. scale

Publication design: Patti Cross • patticross@comcast.net • 941-966-3843

Source: City of St. Petersburg, Transportation and Parking

Date: May 2009

Map 31



MAP 32

SERV1CE
City of St. Petersburg
For Additional Copies Please Visit
http://intranet/ics/Forms and Information.htm

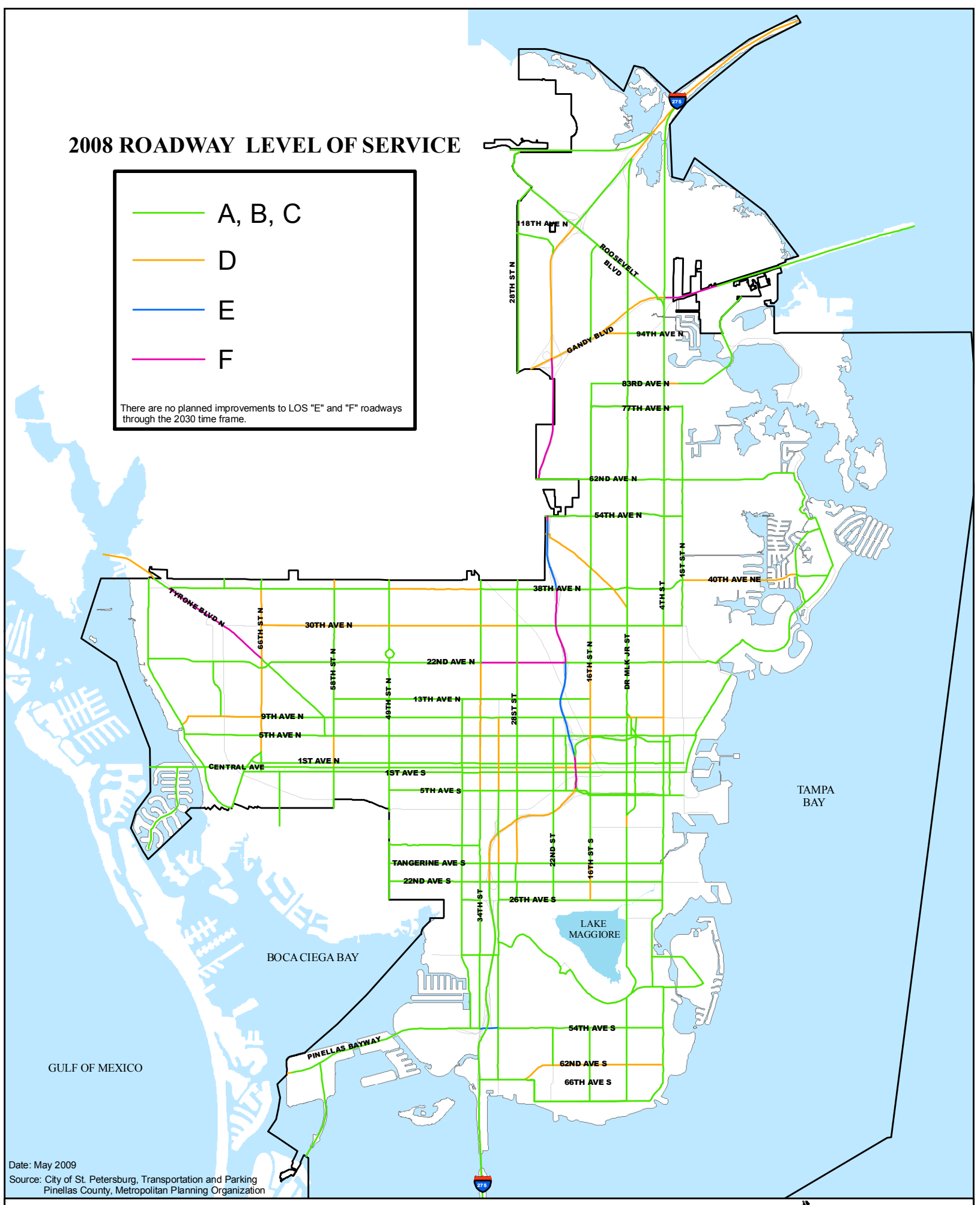
Downtown Parking
Lots and Street Parking

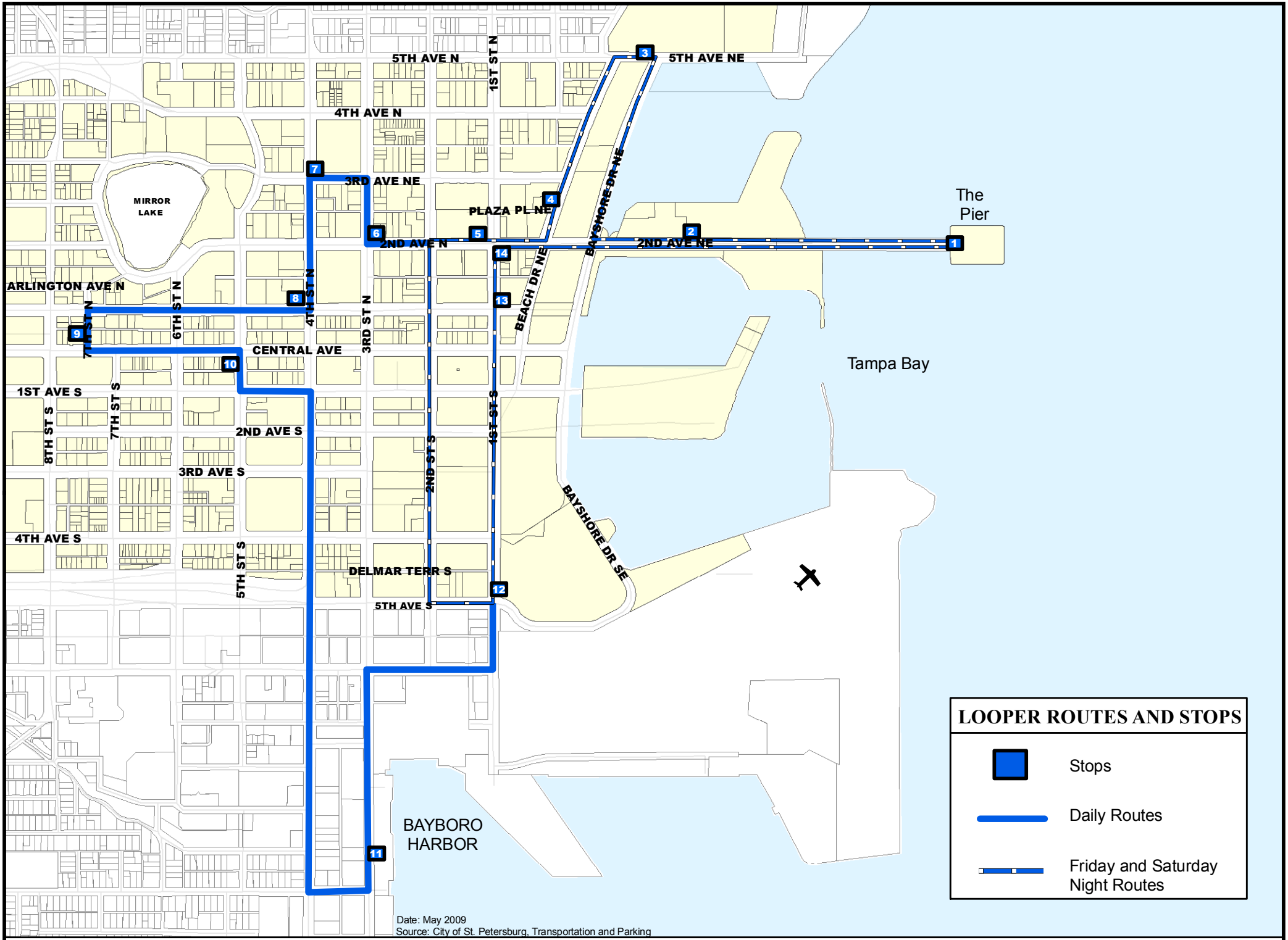
Total # of On-Street Parking Spaces: 6,675
Total # of Off-Street Parking Spaces: 25,250

Map Number:	TPS-268E
Scale:	1" = 275'
Cost Code:	GE-P
Date:	May 2009

Downtown Parking

Transportation & Parking Department
City of St. Petersburg


2008 ROADWAY LEVEL OF SERVICE
A, B, C
D
E
F
There are no planned improvements to LOS "E" and "F" roadways through the 2030 time frame.
118TH AVE N
28TH ST N
ROOSEVELT BLVD
GANDY BLVD
94TH AVE N
83RD AVE N
77TH AVE N
62ND AVE N
54TH AVE N
38TH AVE N
40TH AVE NE
4TH ST
TYRONE BLVD N
66TH ST N
30TH AVE N
58TH ST N
49TH ST N
22ND AVE N
13TH AVE N
9TH AVE N
5TH AVE N
1ST AVE N
CENTRAL AVE
1ST AVE S
5TH AVE S
28ST ST
16TH ST N
DR MLK JR ST
TAMPA BAY
TANGERINE AVE S
22ND AVE S
22ND ST
16TH ST S
26TH AVE S
34TH ST
LAKE MAGGIORE
BOCA CIEGA BAY
54TH AVE S
62ND AVE S
66TH AVE S
PINELLAS BAYWAY
GULF OF MEXICO
Date: May 2009
Source: City of St. Petersburg, Transportation and Parking
Pinellas County, Metropolitan Planning Organization
Transportation Element
Scale:1" = 8,333'
MAP 33



Transportation Element

Scale:1" = 937'

MAP 34